

**HILLSBURGH HEIGHTS INC.
 PROPOSED RESIDENTIAL SUBDIVISION
 5916 TRAFALGAR ROAD
 TOWN OF ERIN
 FILE NOS. 233T-21002, OP21-01, Z21-09**

**APPENDIX II
 RESPONSE TO SECOND SUBMISSION COMMENTS**

Item	Comments	Response	
TOWN OF ERIN - Comments from Tanjot Bal and Jack Krubnik		Firm	
Site Characteristics			
Density and Affordable Housing			
1	Staff recognize that the revised plan has increased the density by 2.75 units per gross hectare, to bring the density to 11.45 units per gross hectare. The justification for the reduced density must be reviewed and accepted by County Planning Staff. Town staff have reviewed the applicants Planning Justification Report and are in agreement that although a greater density can be achieved on site, the inclusion of the heritage structure within the subdivision, as well as larger units along the south property perimeter as a built form transition to an existing community, are positive and desirable elements of this application.	Candevcon	Noted
2	As the County Official Plan directs that a minimum of 25% of new housing in the County will be affordable to low and moderate income households, this policy is not being achieved solely through smaller single detached lots. Town staff are continuing to request that a higher percentage of proposed units be provided with an accessory unit.	Candevcon	Townhouses and Secondary Units in the Single Detached Units are proposed to provide 25% Affordable Units
Heritage Home			
3	As a condition of draft plan approval, Town Staff will require an applicant-initiated designation of the restored farmhouse, a documentation and salvage plan for the barns and driveshed, and other recommendations within the HIA, for option 3.	Hunt Design	Noted
4	Please provide an update on the proposed rehabilitation of the heritage home.	Hunt Design	Report prepared by Hunt Design was presented to the Heritage Committee on November 21st 2022

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Open Space and Trails			
5	The open space trail within Block 1 (Park) has a connection to the future development lands (Block 5). As a condition of draft plan approval, the park plan should be designed to show the future trail connection to the sidewalk and the conceptual proposed programming of the future parklands. The intent is to understand the entirety of the parkland upon full build out.	NAK	Noted
6	The pedestrian circulation figure within the Urban Design Brief shows a 5 minute walking distance radius. Please note that as per the Town’s Urban Design Guidelines, this radius should be provided from Block 1. Please revise accordingly.	NAK	5-minute walking radius revised accordingly
7	As the Tree Preservation/Compensation and Enhancement Plan is proposed to be provided at detailed design stage, please add a notation to the Draft Plan that shows CVC fencing and fencing along the shared property lines with existing residential properties.	Candevcon NAK	Notations on fencing are not typically shown on the Draft Plan. Fencing has been addressed in the Urban Design Brief. Refer to updated Urban Design Brief.
8	Staff request that the pedestrian walkway (Block 7) be increased in width to a minimum of 6.0 metres to improve safety, and to permit service and emergency vehicle access if required.	Candevcon NAK	Walkway Block increased to 6m
9	It is requested that a sidewalk be provided along the length of the site frontage on Trafalgar Road.	Candevcon NAK	Sidewalks will be provided along the length of site frontage on Trafalgar Road.
10	Increase all curb side landscape boulevards to a 3.0 metre minimum width.	Candevcon NAK	Landscape boulevards have been increased to 3 metre minimum width
Zoning			

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11	The Town has initiated a Technical Amendment of Zoning By-law 07-67, as amended (Z21-05). Please revise the draft by-law to be consistent with the Technical Amendment. Please see our notes below:	Candevcon	Zoning By-law has been revised for consistency with Z21-05
12	Rezone the residential lands to UR1 or UR2, with a site-specific amendment	Candevcon	Changed Zone category to UR1 with special site amendment.

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13	Include the institutional uses (e.g. school and day nursery) in the site-specific	Candevcon	Included schools under institutional uses and added day nursery under permitted uses
14	Zone the SWM facilities, park and open space, OS1 Zone	Candevcon	SWM facilities, park and open space zoned OS1
15	Concerned with the requested height of 12.5 metres and exterior side yard setback of 3 metres for single detached dwellings and semi-detached dwellings. Please align these provisions with the Town’s Zoning By-law with 11 metres heights and 4.5 metre exterior side yard setback.	Candevcon	Refer to attached Preliminary House Designs (Hunt) (as required to meet Market Demands); requires 12.5 m height and 3m exterior side yards are typical in other Municipalities and are required due to reduced Lot widths to meet density targets
16	Please provide justification for the proposed townhouse height of 14.5 metres, whereas the Town’s Zoning By-law permits a height of 12.5 metres for stacked townhouses and 11 metres for all other types of townhouses.	Candevcon	Townhouses frequently do not have basements; 14.5m required to facilitate 3 storeys; refer to attached Preliminary House Designs (Hunt)
17	Please revise the draft by-law to include a holding symbol for the entire site (see Kensington’s Site Specific Provisions for details).	Candevcon	The draft zoning by-law includes Holding Provisions for the entire site. Refer to revised draft zoning by-law.
18	The future development lands need to have a zone category, or else there is no benefit of including them in the rezoning application. Are you rezoning the residential portion to the same zone code as the other residential lands, with a (H)? Are you rezoning the commercial lands to a site specific commercial zone?	Candevcon	Residential Zoning will accommodate increased densities; dual Zoning (Residential/Commercial) being proposed for Commercial Block.
19	Town staff is seeking a minimum of 6.0 metre separation between driveways to accommodate the potential for vehicular parking. Also, where two driveways are adjacent to one another, they should be paired.	Candevcon NAK	Will be addressed during the engineering design

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Traffic			
20	It's not explicitly clear from the Traffic Impact Study that the future background study included all the planned subdivisions in the Hillsburgh Urban Area. The Town of Erin is in a unique position of having the majority of its future growth already known and forecasted by the Town. Therefore, all identified subdivision growth within the Erin Urban Area should be utilized in the formulation of the Traffic Impact Study findings.	Candevcon	Apart from the anticipated background development that were included in the Traffic Impact Study Update, there are no further anticipated background developments within the Hillsburgh Urban Area. Please refer to TIS Response Letter dated February 10, 2023.
21	Staff would like to include the evaluation of a traffic signal at Trafalgar Road and Howe Street, as the Traffic Impact Study does not appear to consider the accommodation of the requested school site on the subject lands, or the desire for the community on the east side of Trafalgar to access the school lands or their desire to cross Trafalgar to access parkland or other.	Candevcon	Based on the Future (2031) Total Traffic Volumes as revised, in the TIS Letter, the signal warrant analysis indicated that the Proposed Street A'/Howe Street at Trafalgar Road North intersection does not warrant traffic signals for the 2031 horizon. Please refer to TIS Response Letter dated February 10, 2023 for details. As discussed at the meeting on January 11th, 2023, if the School Board decides to construct a school at Block 2 of the Draft Plan, a conventional intersection will be provided.
Other			

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22	Provide more evidence and attention to the topic of sustainability. Make clear how pedestrian movement and cycling will be encouraged and planned for. What type of luminaire and lighting poles are proposed? What type of sustainable hardscaping and softscaping initiatives are proposed within this initiative? What material are proposed that have been sustainably harvested? Also, be clearer with regards to water conservation and management without a reliance on future private home owners. These are questions and concerns that are top of mind for the Town of Erin and its residents. Please clarify how sustainability can be addressed and executed within this subdivision application process. The Towns engineering standards can be updated, if necessary, to reflect sustainable solutions brought forth by the applicant.	Candevcon NAK	<p>A sidewalk will be provided on Trafalgar Road.</p> <p>LED lighting will be provided for street lighting. Section on Sustainability has been incorporated into the Urban Design Brief addressing points on pedestrian movement and cycling, type of luminaire and lighting poles, sustainable hardscaping and softscaping initiatives, materials, water conservation and management.</p>
23	The Town of Erin will seek a Control Architect within the draft subdivision conditions, to assist staff in the review and execution of the subdivision built form.	Briarwood	Noted

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Hydrogeological Investigation			
26	<p><u>Original Comment #7</u> The sanitary sewer and stormwater management facilities should be designed as per Wellhead Protection policies SWG-13 and SWG-14 to protect the groundwater quality.</p> <p><u>Applicant Response</u> The storm water management ponds are located outside the zone of influence as per the Well Head Protection mapping included in the CTC Source Protection Plan. The sanitary sewer is also located outside the zone of influence but to ensure no impact it is proposed that the sanitary sewer located within Streets A and B be constructed to a higher standard with tighter joints per SWG-13 and plan is going through the subdivision planning process in accordance with SWG-14</p> <p><u>2nd Review Comments</u> Poorly addressed. The August 3, 2022 Hydrology Report by HLV2K covers water balance, quantifies the difference but other than suggesting LID's can reduce the loss, it offers nothing further</p>	Candevcon HLV2K	Hydrology Report has by revised and included in submission.

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Phase I and II Environmental Site Assessment			
27	<p><u>Original Comment #12</u> The Phase II Environmental Site Assessment (ESA) Report describes one soil sample had exceedances for petroleum hydrocarbons. The sample was from one of the two (2) hand sample locations, and near the barn near the northeast property boundary. The soil encountered in the area is considered to be loose soil comprising of sand and silty sand, which is conducive for the spread of contaminants in the subsurface soils. Recommendations in the Phase II ESA Report include: 12.1. further investigation around the hand sample location to define the limits of the contaminated soil. 12.2. removal of the contaminated soil and further testing to confirm the contamination is removed.</p> <p><u>Applicant Response</u> Noted. Removal of the contaminated soil will be completed prior to servicing.</p> <p><u>2nd Review Comment</u> Okay. Note April 25, 2022 ESA2 Recommends delimitation of extent of contamination, removal and confirmation sampling to verify.</p>	HLV2K	Noted

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28	<p><u>Original Comment #15</u> Based upon the results of the parameters tested across all boreholes for soil during the Phase II ESA investigation, the soil from the boreholes and hand samples met the applicable MECP Table 2 Residential Parkland Institutional (RPI) Use Site Conditions Standards except for one of the hand samples taken from the site which had an exceedance for Petroleum Hydrocarbons F4 Fraction.</p> <p><u>Applicant Response</u> Noted</p> <p><u>2nd Review Comment</u> Okay, but include cyanide which was exceeded, see April 25, 2022 ESA2</p>	HLV2K	As previously responded under Item 27 all contaminated soil will be removed pursuant to obtaining an RSC

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Functional Servicing Report			
29	<p><u>Original Comment #18</u> The north leg of Street 'B' and the Street 'A'-Street 'B'/Street 'G' Intersection indicate significant fill depth is required. For example, on Preliminary Servicing Plan, PS-1, at the Street 'A'-Street 'B'/Street 'G' Intersection (i) the existing grade is 463.0; (ii) the proposed sanitary sewer obvert is 466.60; (iii) the proposed storm sewer obvert is 466.56; and (iv) the proposed road grade is 470.0 (i.e., the sanitary sewer and storm sewer are shown to be above the existing grade, and the proposed road grade is approximately 7 m above the existing grade). Detailed geotechnical recommendations for engineered fill should be required where proposed grades are above existing grades.</p> <p><u>Applicant Response</u> Detailed geotechnical recommendations will be provided at the detailed design stage.</p> <p><u>2nd Review Comment</u> Comment to be carried forward for follow-up during detailed design.</p>	Candevcon	Noted

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Sanitary Servicing			
30	<p><u>Original Comment #20</u> The sanitary sewer outlet from the development is proposed through Block 4, which contains SWM Pond 1, to McMurchy Drive (MH 70A to MH 74A). The route of this sewer through Block 4 will need a dedicated 6m access road for maintenance purposes.</p> <p><u>Applicant Response</u> Access will be provided</p> <p>2nd Review Comment Not done, Dedicated access road along the sanitary sewer needs to be shown to confirm it will not impact the SWM Block.</p>	Candevcon	<p style="color: blue;">Access shown on revised drawings</p>
31	<p><u>Original Comment #22</u> The extending of the sanitary sewer to the intersection of Trafalgar Road & Upper Canada Drive, will require a sewer to be constructed on Upper Canada Dr (from McMurchy Ln to Trafalgar Rd) and on McMurchy Ln. The sewer on Upper Canada Dr will need to be deep enough to accommodate the servicing of the existing homes, further west on Upper Canada Dr, in the future.</p> <p><u>Applicant Response</u> The sewer on McMurchy and Upper Canada Drive will be designed to accommodate the existing homes</p> <p>2nd Review Comment Comment to be carried forward for follow-up during detailed design.</p>	Candevcon	<p style="color: blue;">Noted</p>

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32	<p><u>Original Comment #23</u> Given that the proposed Draft Plan includes the lot layout, the sanitary drainage design sheet should be based on population per dwelling unit (e.g., 3 people per single detached, semi-detached, townhouse) rather than population per hectare. This can be addressed during the detail design phase.</p> <p><u>Applicant Response</u> Sanitary design sheets have been revised based on unit count</p> <p><u>2nd Review Comment</u> Partially done, residential is now 2.8 people/unit but school is at 2.51 ha and 60 people per ha should be 150 not 140 and need to provide calcs to confirm commercial equivalent of 281 people for 4.8 ha</p>	Candevcon	Calculation Sheet revised

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33	<p><u>Original Comment #24</u> Regarding the Sanitary Drainage Design Sheet, 24.1. Given the relatively small design flows, the spreadsheet calculating the design flows and sewer flow capacities should use units of “l/s” rather than “m3/s”. This can be addressed during the detail design phase. 24.2. For each pipe section, the upstream and downstream structure numbers should match those on the Sanitary Drainage Plan (e.g., for Area 4, the downstream structure number should read MH10A). 24.3. All the pipe sections shown on the Sanitary Drainage Plan should be represented in the Design Sheet (e.g., sanitary pipe from structure MH15A to MH 16A should be included). 24.4. In structures with more than 1 inlet, the outlet pipe should include the design flow from each inlet plus the area to the next structure downstream. The accumulated population appears to omit a few sub-area populations at structures with more than 1 inlet. 24.5. The area for Park Block 1 should be included to account for infiltration, even if no facility building is included. 24.6. The accumulated area for infiltration should be accounted from MH70A through MH74A (i.e., through SWM Pond Block 4). <u>Applicant Response</u> The sanitary design sheets have been updated <u>2nd Review Comment</u> Comment to be carried forward for follow-up during detailed design.</p>	Candevcon	Noted

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Water Servicing			
34	<p><u>Original Comment #25</u> The Town should confirm that adequate water treatment capacity and storage is available to accommodate the proposed development.</p> <p><u>Applicant Response</u> Noted</p> <p><u>2nd Review Comment</u> Pending the finalization of the Town’s Water Model, which is anticipated in the next couple of months, further details will be provided regarding the need for:</p> <ul style="list-style-type: none"> •Any external watermain upgrades on Trafalgar Road or adjacent streets to accommodate the proposed development. •The development of a new Municipal well and/or an additional Fire Storage Reservoir in Hillsburgh to accommodate the proposed development. 	Candevcon	Noted

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35	<p><u>Original Comment #26</u> The Town is proceeding with the development of a new water model for the existing and future water system(s). Subsequent to the completion of the water model the proposed water distribution network will need to be reviewed to confirm that it can supply the necessary flows and pressures as per the Town Standards, Ministry of the Environment, Conservation and Parks (MECP), and Fire Underwriters Survey with respect to maximum day flows, peak hour flows, and maximum day plus fire flows.</p> <p><u>Applicant Response</u> Acknowledged</p> <p><u>2nd Review Comment</u> On-Going To provide a looped watermain a watermain should be extended through Block 7 and connected to the dead-end watermain at the end of Upper Canada Drive.</p>	Candevcon	<p>As discussed with Town this will be evaluated by the Town based on the finalized water model.</p>

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Storm Drainage and Storm Management			
36	<p><u>Original Comment #28</u></p> <p>The Existing Drainage Parameters in Table 1 should correspond to the catchment areas outlined on Drawing EX-DR- 1, Existing Drainage Plan. Discrepancies that should be resolved include, but not limited to:</p> <p>27.1. Drawing EX-DR-1 shows Area A-1 flowing through the northwest corner of the site, but TABLE 1 indicates Area A-1 directs runoff to McMurchy Lane just south of the southeast corner of the site.</p> <p>27.2. TABLE 1 indicates only 2 external areas direct runoff through the subject site, but Drawing EX-DR-1 show the area on the north directing runoff from 3 sub-areas.</p> <p>27.3. The sum of the areas in TABLE 1 does not equal the sum of the areas on Drawing EX-DR-1</p> <p><u>Applicant Response</u></p> <p>Drainage Areas are made consistent between Plans, Reports and Calcs; Table 1 is fixed with correct corresponding areas. Table 1 revised in updated Report.</p> <p><u>2nd Review Comment</u></p> <p>Comment to carried forward and addressed through detailed design. Note: There are still some minor discrepancies between Table 1 and GR-1, and the total area draining to the ponds in the VO model in comparison to the total existing drainage area.</p>	Candevcon	<p>External Drainage from the North has been diverted for both Pre- and Post-Development Calculations</p>

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37	<p><u>Original Comment #29</u> The Preliminary Grading Plan PG-1 or the Preliminary Servicing Plan PS-1 should include existing and proposed grades at all property corners to confirm that the proposed lot layout is feasible.</p> <p><u>Applicant Response</u> Grading at all corners will be provided at the detailed design stage</p> <p><u>2nd Review Comment</u> Comment to be carried forward for follow-up during detailed design.</p>	Candevcon	Noted

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38	<p><u>Original Comment #31</u> The catchment areas for each pond used in the Visual Otthymo (VO) modelling should match the catchment areas contributing runoff to each pond summed in the storm sewer design sheets. The design sheets show a total of 18.52 ha contributing runoff through the storm sewers to Pond 1, and 29.12 ha contributing runoff through the storm sewers to Pond 2. The total area contributing runoff through storm sewers is 47.64 ha, and excludes the Pond Block areas. The VO modelling indicates that the total area (including the pond block areas) is 21.8 ha (for Pond 1, Table III, page 10) and 24.08 ha (for Pond 2, Table VI, page 12), summing to 45.88 ha, which is less than the areas shown on the storm design sheets. This discrepancy should be resolved</p> <p><u>Applicant Response</u> MDrainage Areas are made consistent between Plans, Reports and SWM Calculations. VO Model data coordinated with Storm Drainage Plans</p> <p><u>2nd review Comment</u> There are still discrepancies to be resolved. The most significant, which are to be addressed prior to Draft Plan approval, as they may impact the storm sewer design. The storm sewer design sheets indicate a contributing area of 19.99 ha to Pond 1 while the VO model is based on 21.68 ha to the facility. There is an error on the storm sewer design sheet for the total area to Pond 2, identified as 9.52 ha. The VO model is based on 26.26 ha to this pond.</p>	Candevcon	Design Sheets coordinated with VO Model

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39	<p><u>Original Comment #32</u> The information on the Storm Drainage Plan should be reflected in the Storm Drainage Design Sheets, including, for example, all pipe sections, pipe percent grades, using runoff coefficients as per the Town Standards</p> <p><u>Applicant Response</u> Storm Drainage Plan and Design Sheets have been revised</p> <p><u>2nd Review Comment</u> Partially done, they need to provide calculations supporting C=0.59 for ext-4 and 0.4 (elsewhere it is 0.3)</p>	Candevcon	External Drainage from the North is excluded from all SWM Design
40	<p><u>Original Comment #33</u> Several pipe flow velocities in the Storm Drainage Design Sheets exceed 4.5 m/s. Pipe flow velocities for design flows and flows when the sewer is flowing full should be as per the Town Standards. This can be addressed during the detail design phase.</p> <p><u>Applicant Response</u> Acknowledged</p> <p><u>2nd Review Comment</u> Comment to be carried forward for follow-up during detailed design.</p>	Candevcon	Noted

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41	<p><u>Original Comment #35</u> The side slopes in both ponds should not be steeper than 5:1.</p> <p><u>Applicant Response</u> Pond slopes have been updated</p> <p><u>2nd review Comment</u> The Town has updated their requirements for pond grading. Pond blocks must be adjusted to account for grading requirements in accordance with ERIN SD 501, including elements such as a 7:1 safety shelf in the vicinity of the permanent pool, and a 6 m buffer between residential lots and the top of pond slope.</p>	Candevcon	<p>Ponds have been redesigned per the updated town requirements; Access road located to provide better accessibility to structures</p>
42	<p><u>Original Comment #36</u> Stormwater Management (SWM) Pond emergency spillways should be shown on the drawings, located a minimum of 3.0 m horizontal clearance from the outlet control structures. The spillways should have a minimum of 0.30 m freeboard over the design flow depth.</p> <p><u>Applicant Response</u> Weirs will be designed at the detailed design stage</p> <p><u>2nd review Comment</u> Comment to be carried forward for follow-up during detailed design.</p>	Candevcon	Noted

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43	<p><u>Original Comment #37</u> SWM Pond maintenance access roads should be shown to confirm the block size is satisfactory. The turning radii for the maintenance access should be confirmed with a swept path analysis, and the access road extending from the public road rights-of-way to the bottom of the ponds, to the inlets and outlet controls points should not exceed 6%. These maintenance access roads should be independent from any proposed walking trails around the facilities.</p> <p><u>Applicant Response</u> Access roads will be detailed as part of the Final Design</p> <p><u>2nd Review Comment</u> We require all details to be shown at this stage to confirm that the pond blocks are large enough. There must be 2 access points from the municipal road with a maximum allowable grade of 10%, and a minimum curve radii of 12. If 2 access points cannot be provided to a pond, either turning circles (preferred) or hammerheads will be required within the pond blocks in accordance with Section 8.14.7 of the new Town Standards. Sediment drying areas are required for each facility in accordance with Section 8.10.9 of the revised Town Standards</p>	Candevcon	<p>Ponds have been redesigned per the updated Town requirements; As discussed at the meeting with the Town and Ainley, sediment drying areas are not shown as they are not used in pond cleaning; staging areas are shown as required for the loading of trucks. The Best Management Practice is to properly dry the ponds under suitable weather conditions and load the trucks directly.</p>

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44	<p>Original Comment #38 Provide further details regarding the outlet from SWM Pond No 2, at the western limit of the development, as the flows from the pond will traverse a parcel of property which is not owned by the applicant before reaching the creek and ultimately the wetland area to the south.</p> <p><u>Applicant response</u> This item was discussed during the site walk with the CVC on July 16, 2021; the low point in the field was identified at the south west corner of the SWM Pond...this is where the surface runoff from the westerly part of the subdivision exits the property and drains overland [no swale] through the treed area to a clearing that runs north south from the Additional Lands west of the subdivision towards a wetland located west of Upper Canada Drive; ... the clearing has a slightly defined grass swale. Since, the treed area and the clearing evidently receive runoff from the subdivision land, it was agreed that the post development runoff from the subdivision should mimic the pre-development condition and continue to drain overland [i.e. riparian rights].Accordingly, the outlet from the SWM Pond will be designed to mimic pre-development conditions ... flow controlled to pre-development levels, a plunge pool/stilling basin to dissipate energy, and a spreader swale.</p> <p>2nd Review Comment Written confirmation from CVC will be required to confirm that the proposed outlet from SWM Pond No. 2 is sufficient, as well as minutes from the July 16, 2021 site walk. The explanation provided in the comment matrix is unclear since riparian rights do not apply to overland flow. Clarification will be required from CVC regarding the basis on how the receiving lands can be classified as a watercourse in order for riparian rights to apply. Otherwise, written permission from the Owner of the adjacent lands for permission for the outlet to discharge to this area as proposed.</p>	Candevcon	<p>As discussed at the meeting on January 9th 2023, with the Town, the outlet from the SWM Pond No. 2 was discussed and agreed on with representatives of CVC on site walk coordinated in July 2021; CVC concurs with the outlet location which replicates the existing conditions</p>

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45	<p>2nd Review Comment The Town has updated their rainfall-intensity-duration-frequency (IDF) curves as part of the Town’s new Design Standards (dated May 2022) and incorporated considerations for climate change. The SWMHYMO models and storm sewer design sheets should be updated accordingly based on the revised IDF information and the design of the sewers and ponds modified accordingly, as necessary.</p>	Candevcon	Noted
Traffic Impact Study			
46	<p><u>Original Comment #42</u> Based on the 2031 PM total traffic volumes and MTO Design Supplement for TAC Geometric Design Guide for Canadian Roads, a 25 m northbound left turn lane on Trafalgar Road North at Street ‘E’ is warranted.</p> <p><u>Applicant Response</u> The report was revised to include a left-turn lane warrant analysis.</p> <p>2nd Review Comment Partially done, the LT turn warrant shows a 25m length requirement, but only provides 15m</p>	Candevcon	<p>Since the Future (2031) Total Traffic Analysis indicates that the queue length for the turning lanes does not exceed 15 metres, a storage length of 15 metres is appropriate. Please refer to TIS Response Letter dated February 10, 2023.</p>

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47	<p><u>Original Comment #45</u> The Street 'A'-Street 'B'/Street 'G' Intersection should operate with a reasonable level of service under stop sign control on Street 'B' and Street 'G'. A roundabout is usually considered where a traffic signal is required. In addition, a stop sign controlled intersection is easier for pedestrians to cross, especially with the proximity to a school (proposed to be located at the northwest quadrant of the intersection).</p> <p><u>Applicant Response</u> The roundabout location was discussed and supported by the Town's Urban Design team, which will create an entry feature into the residential subdivision with a centre median along Street "A". From a traffic perspective, the level of service at the roundabout intersection will operate better than a traditional stop-controlled scenario. The roundabout will also be equipped with proper pedestrian crossings at each of its approaches.</p> <p><u>2nd Review Comment</u> The documentation provided does not address our concerns for pedestrians, particularly young children, given that it is directly adjacent to the proposed school site</p>	Candevcon	<p>As discussed at our meeting with the Town, if the School Board confirms their intention to acquire the school block the intersection will be changed to a regular intersection with stop controls</p>

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48	<p><u>Original Comment #46</u> Signalized pedestrian crossings should be considered near the school for crossing Street 'A' and for crossing Trafalgar Road North at the Street 'A'/Howe Street Intersection.</p> <p><u>Applicant Response</u> If and when the School Board decides to select this location, there will be safe pedestrian crossings installed for students at the intersection. We will explore more options during detailed design stage for other pedestrian crossing along Street 'A'".</p> <p>2nd Review Comment Comment to be carried forward for follow-up during detailed design</p>	Candevcon	<p>Noted; please refer to response no. 47</p>
49	<p><u>Original Comment #49</u> The TIS should discuss sight line distances at the proposed Street 'A'-Trafalgar Road North Intersection, and at the Street 'E'- Trafalgar Road North Intersection. The discussion should reference the required sight line distance for stop-sign controlled intersections based on TAC design standards. This can be addressed during the detail design phase.</p> <p><u>Applicant Response</u> For the proposed Street 'A'/Howe Street at Trafalgar Road North and proposed Street 'E' at Trafalgar Road North intersections, the report was revised to provide a sight distance analysis for vehicles leaving the minor roads.</p> <p>2nd review Comment Done, but table should be for design speed of 70km/hr which requires 135m not 113m, but more than 200m is available so it is okay.</p>	Candevcon	<p>Noted; The sight distance analysis has been revised accordingly. Please refer to TIS Letter dated February 10, 2023 for analysis.</p>

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Tree Inventory Protection & Removal Plan & Environmental Impact Study Peer Review			
50	With respect to the list of vascular plants provided in the EIS, two species were noted as being regionally and locally significant, tall blue lettuce and clammy ground-cherry. I recommend that the precise location of these plants should be confirmed in 2023 and if it is determined that they are within the area proposed for future development they should be transplanted to suitable habitat that will be protected from development. Aside from this issue I am otherwise satisfied by the responses provided by Birks NHC	Birks	Noted
51	With respect to the updated Tree Inventory Protection and Removal Plan, 5 additional trees are now identified for preservation and protection thereby increasing to total number of trees to be retained from 27 to 32. However, 4 of these trees are located in Future Residential Development Block 5 (i.e., tree #1303 to 1306) and the other tree #1307 is located in School Block 2 so their long-term survival is still uncertain.	Urban Arborist	To be determined at Design Stage
52	The Urban Arborist acknowledges that further review of tree saving opportunities will be carried out after a Grading Plan has been prepared. Since a Draft Plan of Subdivision has now been submitted, it should be feasible to now assess tree preservation in conjunction with grading requirements.	Urban Arborist	Grading Plan as currently prepared is preliminary; will be reviewed at Detailed Design Stage

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53	With respect to the trees found in Tree Groups 1 and 2, the Urban Arborist indicates that fixed area plots will be used to estimate the number of trees 10 to 20cm dbh and larger that are growing in these areas. I am not in favour of this approach. In my opinion, all trees established in these areas should be tallied by species and diameter. Some of these trees may also be suitable for transplanting along with smaller sapling sized trees. This may not require the tagging of all trees found in these groupings, but only those that have some potential for preservation. For example, in Tree Group 1 only the trees found in SWM Block 4 or in the backyards of adjacent housing lots would need to be individually tagged and inventoried. It is nonetheless important to record the total number of trees 10cm dbh and larger that will be affected by proposed development as this has a bearing on follow-up compensation requirements for tree losses.	Urban Arborist	Will be revised at Detail Design Stage
Building Services			
54	No Comments or concerns		Noted
Fire Services			
55	No comments		Noted
CREDIT VALLEY CONSERVATION			
56	Please include in the next submission a response matrix outlining how each of the following comments have been addressed.	Candevcon	Acknowledged
57	It is our understanding based on the review of the revised draft plan and the proposed Draft Zoning-law that the proposed development is limited to the south block on the subject property (outlined in red on the revised draft plan). It is our understanding that the proposal is for a Holding provision to be applied to the lands labelled as “future development” on the revised draft plan and that there is no Planning Act approvals sought at this time for the lands labelled as “other lands owned by applicant”. Based on this understanding, please see the below:	Candevcon	Noted

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58	The limit of the subdivision as shown on the draft plan (outlined in red on the revised draft plan) is located outside of the CVC Regulated Area. A CVC permit would not be required for the development as proposed.	Candevcon	Acknowledged
59	Please note that it is our understanding that the area identified as “other lands owned by the applicant” as shown on the draft plan is located outside of the Settlement Area boundary and within the Greenbelt Protected Countryside and partially within the Greenbelt Natural Heritage System. CVC staff have not surveyed the limits of the natural features on these lands as they are located outside the limit of the “limit of subdivision” outlined in red (i.e. not part of the proposed development for the subject applications) on the revised draft plan.	Candevcon	Acknowledged
60	Please clarify what the intended plan is for the “other lands owned by the applicant”	Candevcon	The lands identified as "other lands owned by the applicant" are to be left in its current state until such time at the lands are brought into the Settlement Area boundary.
61	Please clarify what is the intended plan for the “future development” block.	Candevcon	The "future development area" will be developed as the second Phase to the draft plan of subdivision containing residential and commercial uses when servicing allocation is obtained.
Hydrogeology			
62	Note: The assessment, as undertaken, has allowed for a reasonable understanding of the surficial geology, and overall groundwater movement across the site. The findings and conclusions are also supported by regional-scale datasets and interpretation of the hydrogeological characterization. Generally, the findings and interpretation at the site level are satisfactorily/consistent with regional understanding of the geology and groundwater conditions.	HLV2K	Noted

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63	Note: Regarding the groundwater conditions, the available data reflects an annual time-window from fall 2021 to spring/summer of 2022 and allows for a reliable analysis of average groundwater elevation and high seasonal groundwater conditions.	HLV2K	Noted
64	Note: Portions of the subject property fall within wellhead protection areas (WHPA-A & B) under the CTC Source Protection Plan. Policy requirements of the CTC SPP that would apply, as appropriate, would be deferred to the County of Wellington.	HLV2K	Noted
65	Site Water Balance Note: The water balance assessment and conclusions appropriately represent the pre-to post-alteration of pervious surfaces associated with the proposed development of the site, and the analysis has been completed in a satisfactory manner.	HLV2K	Noted
66	Mitigation The pre- to post-development water balance analyses conclude that there will likely be a reduction in infiltration of 63 % (38,196 m3/yr) across the site in the post-development condition. This deficit is significant and must be addressed through mitigation.	HLV2K	Infiltration proposed as identified in the FSR.
67	The investigation recognized the importance of maintaining the existing water balance at the site. However, it has not been demonstrated that a selected/specific Low Impact Development (LID) measure can compensate effectively for the pre- to post- development deficit. This component is outstanding and is to be completed before the detailed design stage. Please submit a mitigation plan which demonstrates that the proposed LID measures can work at the conceptual level to supplement infiltration in the post-development condition, so as to match or approximate pre-development conditions as best as possible.	HLV2K	The Water Balance deficit can be accommodated by the proposed Infiltration Trenches.

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68	A mitigation plan would contain the detail on the sizing/capacity of the LID, which in turn should reflect dimensions (depths, volumes, etc.) outlined in a third water balance table – post-development water balance with mitigation. This table should include the post-development water balance components, along with additional infiltration capacity (dimensions describing) afforded by the identified LID component(s), showing how they are expected to function at the site level to match or approximate pre-development conditions.	HLV2K	Sizing of LID (infiltration trenches) included in FSR.
69	The mitigation plan should be supported by the Functional Servicing Report, which would contain the specific detail pertaining to the sizing and capacity of the LID measures, and ought to reflect/match the dimensions (depths, volumes, etc.) outlined in the requested third water balance table.	Candevcon HLV2K	Mitigation Plan reflected in FSR.
70	It is important to demonstrate that the proposed mitigation measures are practically applicable and implementable. For LID submissions, the following considerations are generally required: a. LID implementation must comply with guidance issued by the MECP/CVC; b. The specific LID measure must be compatible with site conditions i.e. geology, soil type, groundwater elevation, etc.; and c. Design specifications for the infiltration measure must meet the LID criteria to be considered a practical solution d. Groundwater conditions allow for separation of at least 1 m between the base of the measure and the seasonal high water table.	HLV2K	EIS and FSR demonstrate that the proposed mitigation measures are implementable.

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Engineering			
71	<p>Please clarify whether the current stormwater management (SWM) plan includes “Future Development” and/or “Other Lands Owned by the Applicant”.</p> <p>Please clarify what the limit of the subdivision and development is as it relates to future phasing.</p> <p>Are the “future development” and/or “other lands owned by the applicant” proposed to be developed in the future? What is the proposed stormwater management plan for these lands?</p> <p>Please clarify this for our understanding of the development of a stormwater management plan. Additional comments may apply related to the stormwater management plan upon confirmation of this.</p>	Candevcon	<p>As shown on Drawing ST-1, the SWM ponds include the "Future Development" lands but not the "other lands owned by the Applicant".</p>
72	<p>The Draft Plan included in the drawing set within the Functional Servicing Report (FSR) is different from the updated draft plan. Please provide updated engineering drawing sets/FSR to be consistent with the submitted draft pan and the associated references.</p>	Candevcon	<p>The Engineering drawings have been coordinated with the current draft plan</p>
73	<p>Water balance calculations discussed in the FSR refers drawing PS-1 for infiltration trench locations. Drawing PS-1 has the legend for infiltration trenches but the locations are not shown within the drawing. Please indicate the locations where the LID measures are proposed to ensure the feasibility at this time.</p>	Candevcon NAK	<p>PS-1 updated to show infiltration trenches</p>
74	<p>Please provide the conceptual design of LID measures by identifying the approximate locations (possible locations and bed areas) and the relevant high-level calculations in the appendix, based on the input from the hydrogeologist (see above hydrogeology comments).</p> <p>a. Loss factors for LID measures proposed on private properties is to be factored in.</p>	Candevcon	<p>Shown on Drawing PS-1 (updated).</p>

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75	As per the revised hydrogeology report, a different of 38196 m3 (60069-21873) infiltration volume is to be provided by the LID measures (see above hydrogeology comments). Please provide high-level calculations to show the feasibility of the LID volume within the Appendix.	Candevcon	Infiltration Trench calculations are appended in Appendix "E" of the revised FSR
76	Please include a colour coded figure in the FSR that shows the drainage area delineation for each pond (east and west).	Candevcon	Figure 3 added.
77	Table D.3 in the FSR considers a total drainage area of 40.4 ha while Table D.5 and D.6 considers only 32.3ha (phase 1 only). It looks like the revised Hydrogeology is consistent and used 32.3 ha drainage area for the pre and post construction scenarios. Please revise the FSR to include the revised hydrogeology information.	Candevcon HLV2K	Reports have ben coordinated.
78	Section 5.4 (Water Balance): It has a calculation to show the feasibility of LID measures within the proposed Phase 1 which uses a drainage area of 34.96 ha (excluding park and pond = 1.71ha + 3.30ha = 5.01ha per the new Draft Plan). Hence, it adds up to a total drainage area of 39.97ha for phase 1, while the updated Water balance considers 32.30 ha as Phase 1 area. Please clarify the total drainage area considered for calculations.	Candevcon HLV2K	Reports have been coordinated.
79	The hydrogeology report has included Table D.5 (post construction water balance without LID). The report should include a table for water balance with LID as well	HLV2K	Water Balance deficit has been accommodated in LID calculations for infiltration
80	Per the previous CVC comment regarding Storm drainage area plan drawing ST-1 (previous submission-page 405-406) has external drainage areas labelled from EXT-1 to EXT-10 with the total area of 8.79ha. Updated plans show 4.28ha external area will be directed towards Pond 2 (west pond) and 1.97ha will be directed towards Pond 1 (east pond). Hence the external areas now add up to 6.25ha. Where would the balance 2.54 ha (8.79-6.25ha) go? Or please explain why there is a change in external drainage area from submission 1 (8.79ha) to submission 2 (6.25ha).	Candevcon	External Drainage removed from SWM Design calculations

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81	Please include a discussion in the FSR to describe the purpose and maintenance of the proposed plunge pool, located at the end of west pond. For continuous performance of the plunge pool, please provide future maintenance plans and details with the detailed design.	Candevcon	Plunge pool is proposed as a settling basin to reduce outlet flow velocities prior to discharge to bioswale and downstream lands
Ecology			
82	The intent of the previous CVC comment related to grasshopper sparrow was to address significant wildlife habitat (SWH) as it pertains to Habitat for Special Concern Species (i.e. potential Grasshopper sparrow) which has no size threshold. In the absence of studies CVC generally recommends the precautionary approach to SWH. It is agreed that protecting smaller areas of marginal habitat located within an urban matrix is not ideal. However, the “lands to be retained” are of adequate size to both attract (> 6ha) and establish territory (0.3 – 1.4 ha) for Grasshopper sparrow and other grassland species. High quality grassland habitat and grassland birds are in general decline. If the applicant wishes to purpose good watershed stewardship the “lands to be retained” would make for a good candidate for a grassland restoration site, provided a proper management plan was implemented.	Birks	Acknowledged. In speaking with the proponent, we understand that the "lands to be retained" are intended to be made available for gardens to be used by residents within the new subdivision. With this in mind, there is still the expectation that this area could benefit from grassland restoration. We understand that the proponent will agree to work with us, in the interest of good watershed stewardship, to implement a restoration strategy for portions of those lands. Notwithstanding, previous comments related to a potential increase in bird mortality, we agree that the restoration can focus on plantings that could be utilized by Grasshopper Sparrow and other grassland breeding birds and community awareness related to the importance of these habitats.

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83	<p>Please provide correspondence with the MECP regarding potential permitting requirements under the Act for Species at Risk habitat.</p>	<p>Birks</p>	<p>The recent updated to Ontario Regulations 230/08: Species at Risk in Ontario List moved Barn Swallow from Schedule 3 to Schedule 4. This means that, as of January 25, 2023, Barn Swallow have been downlisted from Threatened and is now considered Special Concern. As a result, the habitat is no longer classified as Habitat for Threatened or Endangered Species.</p> <p>Notwithstanding, the Barn could still be considered as providing nesting habitat for Species of Special Concern, and thus as Significant Wildlife Habitat. Given the prevalence of nesting habitat (specifically barns and buildings) in the area there is no expectation that the removal of structures on the property would not be expected to reduce the long-term health and survival of the species that depend on these features within the area.</p> <p>Further, mitigation has been discussed with the proponent and they have agreed that appropriate habitat compensation in a manner similar to that require by the exemption previously enforced under Ontario Regulation 242/08 can be created within the "lands to be retained" in a manner similar to the restoration outlined in the response to the comment above. To that end, should the barn removal be necessary, creation of structures intended to promote Barn Swallow Nesting are expected to be included in restoration areas associated with the property.</p>

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UPPER GRAND DISTRICT SCHOOL BOARD			
84	Planning staff at the Upper Grand District School Board have received and reviewed the second submission of the above noted applications for an Official Plan Amendment, Zoning Bylaw Amendment and Plan of Subdivision to permit the development of a residential subdivision with a total of 369 dwelling units.	Candevcon	Noted
85	Board staff previously provided comments to the Town of Erin in response to the first submission of these applications. Some of the comments from the first submission remain outstanding. Attached to this letter are additional comments from the Board's engineering consultant with respect to the supporting documents as part of this submission.	Candevcon	Noted
86	We are concerned with the 'future development lands' as shown on the Draft Plan and the frontage to the school block. The school block requires frontage on both streets, and it is requested that both the street frontages for the school be constructed as part of Phase 1 of the subdivision. Additionally, please provide a detailed grading plan for the school block and adjoining lands as outlined in the letter to ensure the school site meets Board's School Site Selection Guidelines. Retaining walls shall not be permitted on the school block to address any significant grading matters.	Candevcon	Subdivision plan revised to show road on east side of School site. Preliminary grading shown on Drawing GR-1; grading will meet the Board's requirements
87	Furthermore, please be advised that the Planning Department does not object to the application, subject to addressing the enclosed engineering comments and subject to the following conditions that have been revised from the original March 3, 2022 letter:	Candevcon	Noted

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88	That prior to final approval of the first phase or stage of the subdivision, the Developer shall have entered into an option agreement (the “School Site Option Agreement”) with the Upper Grand District School Board for the purchase and sale of a public elementary school site to ensure we can access the site when it is needed. Such Option Agreement shall be fully executed prior to the final approval of the first phase or stage of the subdivision.	Hillsburgh Heights	Noted
89	<p>That the Developer shall agree in the Option Agreement to include wording satisfactory to the Upper Grand District School Board:</p> <p>a) To grade the school site, including clearing, grubbing, engineered filing, where required, at the Developer’s expense, prior to the completion date of the option agreement, in accordance with grading plans approved by the applicable municipality.</p> <p>b) Not to stockpile soil on the school site and obtain written permission of the Board prior to making any physical changes to the school site, including, without limitation, prior to placing or removal of fill, grading, stripping, storage or access to the school site.</p> <p>c) To install a paved roadway along each of the two sides of the school site that are to be flanked by a roadway, complete with street lighting, curbs, gutters, walkways, sidewalks and all other servicing works required by the Town so as to permit the issuance of a building permit for the construction of a school on the site.</p> <p>d) To install a 1.8 m galvanized chain link fence along the entire perimeter of the school site in accordance with the Board’s specifications.</p> <p>e) That any community mailboxes, temporary or permanent, will not be located on any boulevards adjacent to proposed School Block XXX.</p> <p>f) To provide the foregoing at no cost to the Board.</p>	Hillsburgh Heights	Noted
		Hillsburgh Heights	Acknowledged
		Hillsburgh Heights	Acknowledged
		Hillsburgh Heights	Acknowledged
		Hillsburgh Heights	Acknowledged
		Hillsburgh Heights	Acknowledged
		Hillsburgh Heights	Acknowledged
		Hillsburgh Heights	Acknowledged

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90	That prior to the final approval of any phase or stage of the subdivision, the Developer shall provide written confirmation to the Upper Grand District School Board from the Town Staff that there is sufficient capacity within the existing and proposed watermain systems to service the fire and domestic demands of the School Block XXX.	Hillsburgh Heights	Acknowledged
91	That prior to the final approval of any phase or stage of the subdivision, the Developer shall provide a copy of the Record of Site Condition (RFC) to ensure that the site is clear of any and all contamination and all remediation measures within the proximity of the School Block have been completed.	Hillsburgh Heights	Acknowledged
92	That the Developer shall agree in the subdivision agreement to submit to the Upper Grand District School Board, at no cost to the Board, a report from qualified consultants concerning the suitability of Block XXX for school construction purposes, relating to soil bearing capacity and composition, surface drainage, topography and environmental contaminants, including a Phase 1 Environmental Report.	Hillsburgh Heights	Acknowledged
93	That prior to the final approval of the first phase of the subdivision in case of a pre-servicing agreement or in the subdivision agreement if pre-servicing does not occur on site, the Developer shall agree to install municipal services including, without limitation, storm and sanitary sewers, hydro, water, telephone, natural gas, and cable television; such services are to be of sufficient capacity and suitable to serve a school of the size to be constructed by the Upper Grand District School Board. Such services shall be installed, to the Board’s satisfaction and at no cost to Upper Grand District School Board and at the boundary line, between the school site and the abutting public roadway at the most efficient location for the development of the school site.	Hillsburgh Heights	Sanitary and storm connections will be provided to the property line at locations identified by the Board; water, hydro, gas and cable will be available in the street.
94	That prior to the final approval of the first phase of the subdivision, the Developer shall confirm that the School Block XXX is graded with a maximum cross fall of 2% across 90% of the school site.	Hillsburgh Heights	Acknowledged

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95	That the Developer shall agree in the subdivision agreement that adequate sidewalks, lighting and snow removal (on sidewalks and walkways) will be provided to allow children to walk safely to school or to a designated bus pickup point.	Hillsburgh Heights	Sidewalks and lighting will be provided as per Town Standards; snow removal is a Municipal responsibility.
96	That the Developer and the Upper Grand District School Board reach an agreement regarding the supply and erection of a sign (at the developer’s expense and according to the Board’s specifications) affixed to the permanent development sign advising prospective residents that students may be directed to schools outside the area.	Hillsburgh Heights	Acknowledged
97	That prior to the final approval of the first phase of the subdivision, the Developer shall provide identification/location of the natural gas pipeline in reference to School Block XXX.	Hillsburgh Heights	Acknowledged
98	That prior to the final approval of the first phase of the subdivision, the Developer shall provide confirmation of the location of hydro transmission lines in reference to School Block XXX	Hillsburgh Heights	Acknowledged
99	That prior to the final approval of the first phase of the subdivision, the Developer shall complete on-site permeameter testing on the proposed School Block XXX to confirm the infiltration capacity of the soils and that the proposed infiltration volume of 200mm/year can be achieved based on the results of the permeameter testing.	Hillsburgh Heights	Acknowledged
100	That Education Development Charges shall be collected prior to the issuance of a building permit(s).	Hillsburgh Heights	Acknowledged
101	That the developer shall agree to provide the Upper Grand District School Board with a digital file of the plan of subdivision in either ArcGIS (shapefile or geodatabase) format or DXF format using a projected geographic coordinate system, containing the parcel fabric and street network.	Hillsburgh Heights	Acknowledged

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102	<p>That the Developer shall agree in the subdivision agreement to advise all purchasers of residential units and/or renters, by inserting the following clause in all offers of Purchase and Sale/Lease:</p> <p>“In order to limit liability, public school buses operated by the Service de transport de Wellington-Dufferin Student Transportation Services (STWDSTS), or its assigns or successors, will not travel on privately owned or maintained rights-of-way to pick up students, and potential busing students will be required to meet the bus at a congregated bus pick-up point.”</p>	Hillsburgh Heights	Acknowledged
103	<p>That the Developer shall agree in the subdivision agreement to advise all purchasers of the residential units and/or renters adjoining the school block, by inserting the following clause in all offers of Purchase and Sale/Lease:</p> <p>“The Purchasers/Occupants agree and understand that there is an elementary school proposed in this area along with outdoor playing and study areas and parking lot and that there may be noise during and outside of the normal school hours throughout the year. Additionally, there may be increased traffic during the pick-up and drop-off times and during school events, outside of normal school hours. By purchasing this real estate, you acknowledge and accept any/all potential conflicts.”</p>	Hillsburgh Heights	Acknowledged

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104	<p>That the Developer agrees in the subdivision agreement to advise all purchasers of residential units and/or renters, by inserting the following clause in all offers of Purchase and Sale/Lease, until such a time as a permanent school is assigned:</p> <p>“Whereas the Upper Grand District School Board has designated this subdivision as a Development Area for the purposes of school accommodation, and despite the best efforts of the Upper Grand District School Board, sufficient accommodation may not be available for all students anticipated from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may in future have to be transferred to another school.”</p>	Hillsburgh Heights	Acknowledged
105	<p>That the Developer shall agree in the subdivision agreement to advise all purchasers of residential units and/or renters of same, by inserting the following clause in all offers of Purchase and Sale/Lease:</p> <p>“Block XXX represents a potential school site. The construction of a public school in the community is not guaranteed. Attendance at a school yet to be constructed in the area is also not guaranteed.”</p>	Hillsburgh Heights	Acknowledged

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WATERFEDY (PEER REVIEW COMMENTS)			
2.0 THE SCHOOL BLOCK CHARACTERISTICS			
106	<p>2.1 Second Submission Revisions</p> <p>The location of the proposed School Block is unchanged and is located in the northeastern quadrant of the development, adjacent to Street A, the main access to the proposed development, on the east and Street B to the north. As previously noted, the proposed Draft Plan for the development has been revised with impacts on the proposed school block; these changes are summarized as follows:</p> <ul style="list-style-type: none"> • The proposed area of the School Block has been reduced from 2.23 Ha (5.51 acres) to 2.19 H (5.41 acres) but maintains relatively square. • Based on an extrapolation of the values in Table 1 of the draft School Site Selection Guideline, the revised block would accommodate a school with an estimated population of 450 elementary (JK to Grade 8) pupils. It is noted that the School Site Selection Guideline stipulates an optimum elementary school population of 500 pupil-places. • The proposed school block continues to abut the proposed 2.03 Ha (5.01 Ac.) Park Block to the west and is opposite proposed residential land use along Street A to the south. It is noted that the proposed block size for the park has remained unaltered. • The use of the lands opposite the school block to the north has been changed to “future” residential, with the lands to the east being noted as “future” commercial. • Pedestrian access will be via local sidewalks and the proposed roundabout has been at the intersection of Streets A and B has been maintained. Street B has been included in the future development lands, limiting the access to the School Block to Street A. 	Candevcon	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>

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107	<p>2.2 New Comments</p> <p>1. Two points of access are required for the school block, therefore the portion of Street B/G along the east frontage of the School Block must be included in the first phase of the development.</p> <p>2. It is recommended that Street Naming be reviewed as there are duplicates of Street 'B'. For ease of future reference ensure streets are labelled clearly.</p>	Candevcon	Subdivision plan revised to provide Street "L" on east side.
3.0 GRADING			
108	<p>3.2 Second Submission Revisions</p> <p>As per the previous submission, the preliminary grading consists of the proposed centreline-of-road grades at the intersections and key locations within the road network. As Street B and the future residential lands to the north are no longer included in the current Phase of the development, preliminary grading of these areas has not been provided on the plans, nor along the common property lines of the school block as per the previous submission. Based on the provided grading, the frontage along Street A will fall from west to east, sloping from a proposed elevation of 474.00 m at the west limit of the school to 470.50 m at the roundabout at Streets A and B/G, a slope of approximately 2.0%. Further review will be required as the detailed design progresses to ensure the grading criteria of 90% of the school site is graded with a maximum of 2.0% cross fall set forth by the UGDSB is achievable.</p>	Candevcon	Noted

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109	<p>3.3 New Comments</p> <p>1. It is recommended that grading of future lands and Park Block be included in the Preliminary Grading Plan to demonstrate a proper transition between the future residential lots, park block and Street B/G right-of-way and the School Block can be achieved. Additional grading information is also required to confirm drainage patterns and catchment boundaries. As previously noted, a maximum of 2% of cross fall over 90% of the school block is required. Retaining walls will not be permitted within the School Block.</p> <p>2. External flows shall be directed away from the school block.</p> <p>3. Ensure the first submission comments are addressed during the detailed design.</p> <p>4. Ensure all cut and fill operations conform to the recommendation of the Geotechnical Consultant.</p>	Candevcon	<p>Additional Grading shown on Drawing GR-1.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
4.0 SANITARY SERVICING			
110	<p>4.1 Second Submission Revisions</p> <p>As previously noted, the lands to the north and east of the School Block, including Street B/G, have been identified as future development and as such servicing to the site will be limited to Street A.</p>	Candevcon	Noted
111	<p>The revised Sanitary Drainage Area Plan illustrates the School Block is located with Drainage Area 42, which encompasses the entire school block as well as 3 residential lots and a portion of the Street A right-of-way for a total area of 2.51Ha and an equivalent population of 140 people. Based on the land uses, the population density for the residential lots is 3 persons/unit or 9 people, leaving an equivalent population for the school of 131 people.</p>	Candevcon	Noted

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112	Based on the calculated population for the School Block of 131 people and using a design flow of 450 L/person/day (L/p/d) as per the Municipal Servicing Standards, the resulting average design flow is 58,950 L/d or 0.68 L/s. Utilizing a peaking factor of 4.21, calculated using the Harmon Formula, the peak design flow for the School Block is 2.86 L/s. In reviewing the sanitary flows, an error was noted in the peaking factor used in the sanitary sewer design sheet.	Candevcon	Sanitary design has been based on current Town of Erin Standards
113	Population densities for institutional land uses are not provided in the Municipal Servicing Standards however, using the UGDSB's School Site Selection Guideline, the estimated student population is 450 pupils based on the proposed block size. Table 5-3 of the MECP Sewage Works Guidelines recommends a design flow of 70-140 L/d per student for schools. Using the estimated population and maximum design flows, the theoretical average design flow for the school block is 63,000 L/day or 0.73 L/s. It is noted in the Municipal Servicing Standards, that the peaking factor for institutional land uses is 1.0. Therefore, based on this analysis, the Block is still adequately serviced with sanitary.	Candevcon	Sanitary design has been based on current Town of Erin Standards
114	<p>4.2 New Comments</p> <p>1. The Design Consultant is to review peaking factors on sanitary sewer design flows.</p> <p>2. The Design Consultant is to continue to ensure adequate servicing is available for the School Block during detailed design.</p> <p>3. As previously noted, the portion of Street B/G along the east frontage of the School Block should be included in the first phase of the development. Servicing along the frontage of the school block on Street B/G may be required depending on the proposed Site Plan; the location of the proposed sanitary service is to be coordinated with the School Board at the time of detailed design.</p>	Candevcon	<p>Sanitary designs based on current Town of Erin Standards</p> <p>Sanitary design is based on current town of Erin Standards.</p> <p>Refer to updated Draft Plan.</p>

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5.0 STORM SERVICING			
5.1 Second Submission Revisions			
115	5.1.1 Minor System As previously noted with the lands to the north and east of the School Block, including Street B/G, being identified as future development, storm servicing for the site will be via the proposed storm sewers on Street A. The location of the storm service shall be coordinated with the School Board as the detailed design progresses. A review of the proposed storm pipe obverts opposite the school block notes that the proposed storm sewers have insufficient cover, and a review of the pipe layout is recommended.	Candevcon	Refer to updated FSR.
116	The revised Storm Drainage Area Plan illustrates the School Block is located with Catchment Area SP1-3, which encompasses the entire school block as well as 4 residential lots and a portion of the Street A right-of-way for a total area of 2.55 Ha and a combined runoff coefficient (C) of 0.75. It is assumed based on the layout of the catchment boundary that the future residential lots to the north which back onto the school will be back-to-front draining or will be otherwise self-contained.	Candevcon	Future residential lots to the north will not drain to the School Block.
117	As noted in the comment response from the Consultant the runoff coefficient used for the School Block is 0.75. Based on an aggregate runoff coefficient of 0.75 for the School Block and utilizing a runoff coefficient of 0.95 for buildings (maximum 50% coverage or 1.10 Ha), 0.90 for impervious areas (i.e. asphalt parking lots), and 0.20 for grassed areas, the permitted impervious area is 1.64 Ha or an imperviousness ratio of 75%.	Candevcon	Noted

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118	<p>5.1.2 Major System The major system is designed to convey the larger return period storm to the proposed SWM facilities and ultimately outlet on McMurchy Lane. As previously noted, the lands to the north and east of the site, including Street B west of Street A have been identified as future development and as such, the overland flow route network from these lands is no longer proposed. The detailed design shall include provisions such as an interceptor ditch to ensure the overland flows from the undeveloped lands to the north do not impact the School Block and can achieve positive drainage to an outlet.</p>	Candevcon	Refer to updated PS-1 and ST-1.

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119	<p>5.2 New Comments</p> <p>1. The Design Consultant to review proposed storm obverts opposite the School Block on Street A to ensure adequate cover.</p> <p>2. The Design Consultant is to confirm the grading of the future residential lots adjacent to the north property boundary will be self-contained and that the boundary of Catchment SP1-3 is correct. In addition, temporary measures/controls shall be put in place to redirect external flows away from the school block and to a suitable outlet. If the external flows are to drain to the School Block, the storm catchment areas shall be revised to include the contributing external lands.</p> <p>3. The Design Consultant is to continue to ensure adequate servicing is available for the School Block during detailed design.</p> <p>4. The portion of Street B/G along the east frontage of the School Block is to be included in the first phase of the development. Servicing along the frontage of the school block on Street B/G may be required depending on the proposed Site Plan; the location of the proposed storm service is to be coordinated with the School Board at the time of detailed design.</p> <p>5. The detailed design shall include interim measures to ensure that overland flows from the undeveloped lands to the north do not impact the development and function of the School Block.</p>	Candevcon	<p>Preliminary obverts are shown in the FSR and will be refined at detailed design This will be refined at detailed design</p> <p>Noted</p> <p>Street added on east side</p> <p>This will be addressed at detailed design</p>
6.0 STORMWATER MANAGEMENT			
	<p>6.2 Second Submission Revisions</p> <p>It is understood that pedestrian access for the school from students living south of the Draft Plan lands will be provided through the Pond 1 SWM Block. As such, the information for Pond 1 on the Stormwater Management Ponds 1 & 2 Plan and Sections drawing was reviewed and the following was noted:</p>		<p>Walkway being provided from west end of Upper Canada Drive and a sidewalk on Trafalgar Road.</p>

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120	On Section B-B, the 100-year ponding level was noted to be 454.7 m, with the access route set at an approximate elevation of 453.5 m, or 1.2m below the maximum ponding level. It was also noted that the centreline elevation of Street H is approximately 457.8 m or 4.3 m higher than the access and does not coordinate with the grading plans. It was further noted that the permanent pool elevation (452.0 m) is higher than the internal berm (top of berm elevation of 451.0 m) between the forebay and main cell.	Candevcon	Access will be available from the west end of Upper Canada Drive via the proposed walkway and along Trafalgar Road. The Trail through the SWM pond will not be lighted and may not be maintained in Winter.
121	While not noted on the plan, it is assumed the overflow weir (cable concrete area on the plan) will have a minimum elevation of 455.0 m. The grading plans indicate the existing grade opposite the weir on the south property line to be approximately 450.5 m, or approximately 4.5 m below the top of the pond, resulting in an approximate 3:1 slope from the top of the pond to the west property line at the end of McMurchy Lane.	Candevcon	Refer to updated FSR.
122	<p>6.3 New Comments</p> <p>1. The layout of SWM Pond 1 be reviewed and additional detail provided. The additional information shall include a preliminary layout of the pedestrian access and demonstrate its viability, safety and compliance with the required Town of Erin and AODA guidelines.</p> <p>2. The Design Consultant is to continue to ensure capacity within the proposed SWM Facilities to provide the required quality and quantity controls to service the School Block in the post-development condition during detailed design.</p>	Candevcon	Noted

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	7.0 WATER BALANCE		
123	7.2 New Comments 1. The Design Consultant is to provide a target volume of infiltration for the school block based on the currently known site conditions and the parameters used in the storm and SWM design (i.e. a 75% imperviousness) and provide calculations. 2. It is recommended that the fill placed on the School Block shall be of similar characteristics to the in situ material so as not to impact the soil characteristics of the School Block and unduly affect the design of the infiltration galleries.	Candevcon	Refer to updated FSR Noted
	8.0 WATER DISTRIBUTION		
124	8.2 Second Submission Revisions As previously noted, the lands to the north and east of the School Block, including Street B/G, have been identified as future development and as such servicing within the Street B/G right-of-way is no longer proposed and the site will need B160 to be serviced via the proposed 300 mm diameter watermain on Street A.	Candevcon	Noted

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125	<p>8.3 New Comments</p> <p>1. As per the first submission comments provided by the Ainley Group: “The Town should confirm that adequate water treatment capacity and storage is available to accommodate the proposed development.” and “The Town is proceeding with the development of a new water model for the existing and future water system(s). Subsequent to the completion of the water model the proposed water distribution network will need to be reviewed to confirm that it can supply the necessary flows and pressures as per the Town Standards, Ministry of the Environment, Conservation and Parks (MECP), and Fire Underwriters Survey with respect to maximum day flows, peak hour flows and maximum day plus fire flows.” Therefore it is recommended that the Design Consultant provide written confirmation from Town Staff that there is sufficient capacity within the existing and proposed watermain systems to service the fire and domestic demands of Draft Plan Lands and the School Block while operating within the Town of Erin’s and the Ministry of the Environment, Conservation and Park’s operational criteria.</p>	Candevcon	Town will confirm adequacy when the Town's water model is finalized
126	<p>2. The portion of Street B/G along the east frontage of the School Block is to be included in the first phase of the development. Servicing along the frontage of the school block on Street B/G may be required depending on the B162 proposed Site Plan; the location of the proposed water service is to be coordinated with the School Board at the time of detailed design.</p>	Candevcon	Noted
9.0 PEDESTRIAN CONNECTIVITY			
127	<p>9.2 New Comments</p> <p>1. Given responses were not provided as part of the second submission, the original comments still stand.</p>	Candevcon	Noted

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10.0 TREE INVENTORY & PROTECTION			
128	10.1 Second Submission Revisions It is noted that the revised Tree Protection Plan calls for a Sugar Maple Tree (<i>Acer saccharum</i>) identified as tree number #1307 and located in the northwest quadrant of the School Block is to be retained	Urban Arborist/ Candevcon	Noted
129	10.2 New Comments 1. The viability of keeping the noted tree is to be reviewed during detailed design. 2. Provide proposed grades on the corners of the school block to demonstrate grading around the tree.	Urban Arborist	Noted Will be reviewed at Detailed Design Stage.
11.0 ENVIRONMENTAL SITE ASSESSMENT			
130	11.1 New Comments 1. Given the identified contamination it is understood that remediation is required and a Record of Site Condition (RSC) is to be issued. It is recommended that the School Board remain informed of the remediation activity within the proximity of the School Block and that the School Board be provided with a copy of the final RSC.	Candevcon	Noted
12.0 ENVIRONMENTAL NOISE ASSESSMENT			
131	A Noise Control Feasibility Study prepared by Candevcon was included in the second submission package, analyzing the impact of traffic noise from Trafalgar Road North on the proposed residential units. The analysis concluded that both physical attenuation measures and noise warning clauses were warranted on several of the lots adjacent lot to Trafalgar Road North, but no mitigation measures were noted for the School Block	Candevcon	Noted

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13.0 PHASING OF THE DEVELOPMENT			
132	<p>13.1 New Comments</p> <p>1. As previously noted, it is requested that the portion of Street B/G along the frontage of the School Block be included in the first phase of the development. This will allow for the required two points of access to the School Block, and provide flexibility in the servicing of the School Block.</p> <p>2. Further information regarding the anticipated timing of the development of the future lands is requested.</p>	Candevcon	<p>Subdivision plan revised to reflect requested change</p> <p>Noted</p>
COUNTY OF WELLINGTON COMMENTS from NOVEMBER 8, 2022 - Meagan Ferris			
Revised Draft Plan, Density and Housing Mix			
133	It is acknowledged that as part of the 2nd submission, the applicant has prepared a letter (dated August 24th, 2022) that identifies that the revised draft plan identified in the supporting studies is superseded by the draft plan revised on August 23rd, 2022	Candevcon	Noted
134	<p>The County's previous planning comments highlighted concerns regarding the design of the draft plan and in particular the density and housing mix. Based on our review the revised draft plan, it is identified that the plan has:</p> <p>(i) excluded 8.08 ha of land from this draft plan of subdivision which is intended to be developed separately through a future draft plan of subdivision;</p> <p>(ii) increased the density calculations from 8.7 units/ha to 12.25 unit/ha;</p> <p>(iii) included an additional 126 townhouse units; and</p> <p>(iv) included additional variation in lot sizes for single detached dwelling (including a lot frontage of 13.7 m for a majority of the single units).</p>	<p>Candevcon</p> <p>Candevcon</p> <p>Candevcon</p> <p>Candevcon</p> <p>Candevcon</p>	<p>Noted</p> <p>Acknowledged</p> <p>Acknowledged</p> <p>Acknowledged</p> <p>Acknowledged</p>

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135	It is noted that the applicant has indicated that they have considered additional residential units in the density calculation and that the overall site calculation is 13.13 units/ha. Based on planning staff’s application of the County Official Plan policies, a density calculation of 12.25 units/ha is proposed.	Candevcon	Acknowledged
136	The County Official Plan establishes a minimum density calculation of 16 units/ha in the greenfield area. It is noted that the applicant has indicated a need to keep larger lot sizes along the boundary of the subject lands to provide a more gradual transition area from the abutting subdivision located on Upper Canada Drive. It is further noted that there are existing servicing allocation constraints for this site. The applicant has revised the draft plan to exclude lands for future development purposes, has increased the density on-site and has introduced a broader mix of housing types and lot sizes. Overall, this development contributes to the County’s greenfield density target of 40 persons and jobs per hectare and due to the aforementioned unique considerations, planning staff accept a lower density of 12.25 units/ha for this particular proposal. It is further anticipated that the municipal contribution to the overall greenfield density target can be met through other greenfield developments within the municipality.	Candevcon	Acknowledged
137	The County generally supports the Town’s request to accommodate additional residential units throughout the draft plan of subdivision to provide more opportunities for affordable housing opportunities. However, with respects to the lands excluded from the subdivision and identified as “Future Development”, a future draft plan of subdivision application will need to demonstrate how the minimum density targets of the County Official Plan will be met. Consideration of introducing housing types with higher density through the proposed Zoning By-law amendment should be considered at this time and could assist with meeting future density requirements.	Candevcon	Acknowledged

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Growth Allocation - County Municipal Comprehensive Review (MCR)			
138	In planning staff's previous comments, it was noted that through the MCR that it was forecasted that Hillsburgh has a large need for commercial uses (i.e. 7 ha) and the future designation of FD lands to commercial lands will need to be strategically considered. It is understood through discussion with Town staff that at this time commercial uses on the subject lands are not preferred. It is noted that commercial uses could be considered in the future on the 'future development' lands.	Candevcon	Noted
Growth Allocation - Town Initiated Official Plan Amendment (OPA #13)			
139	The Town's Official Plan currently has growth allocations up to 2031. It is our understanding that this proposal represents growth beyond the 2031 forecast. Town Council has adopted Town Official Plan (OPA #13) to implement additional growth allocations for the Town which is required to accommodate this development. OPA #13 has been provided to the County and is under review.	Candevcon	Noted
Land Use Compatibility (Noise)			
140	As part of the 2nd submission a Noise Control Feasibility Study (dated July 28th, 2022) prepared by Candevcon Limited has been received and is under peer review. These comments will be provided under separate cover. It is suggested that acceptance in principle by the peer review consultant be obtained prior to Town Council's consideration of the Official Plan and Zoning By-law amendment. Additional internal discussions regarding the preferred mechanism for implementation of the conclusions of the study is also recommended	Candevcon	Noted

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Phasing of Servicing			
141	Planning staff still maintains that the timing/phasing of the services and infrastructure required to accommodate the development of this site, which is located at the most northern end of Hillsburgh, needs to be considered. Planning staff recommends that the holding provision of the Zoning By-law and the Draft Plan conditions establishes a provision/condition regarding servicing to ensure adequate infrastructure will be available within a timely manner.	Candevcon	Holding Provisions have been out in place in the zoning by-law. Please refer to revised zoning by-law.
Traffic & Storm Water Management Review			
142	The County's Roads Division is reviewing the submitted Traffic Impact Study (TIS) and the Storm Water Management report. These comments are pending and will be provided under separate cover.	Candevcon	Noted
Summary of items identified in this letter to be addressed:			
143	<input type="checkbox"/> Additional discussions regarding OPA #13; <input type="checkbox"/> Peer review comments for the Noise Feasibility Study; <input type="checkbox"/> Discussion regarding implementation of the noise study conclusions/recommendations; <input type="checkbox"/> Consideration of zoning provisions for higher density on the lands identified as 'Future Development' on the draft plan; and <input type="checkbox"/> Comments regarding Traffic and Storm Water Management	Candevcon	Noted
Wellington Source Water Protection Comments - Danielle Walker			
144	We are in support of the approach outlined in the comment matrix provided by Candevcon that although the sanitary sewers are to be located outside of the Wellhead Protection Areas, they are to be constructed at a higher standard to mitigate future impact.	Candevcon	Noted

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145	CTC Source Protection Policies related to salt and chemical handling that apply to low/ moderate vulnerability are to be discussed during the detailed design stage. This was noted by HLV2K/ Candevcon in the comment response table dated November 8, 2021 and is provided here solely as a reminder.	Candevcon	Noted
146	Infiltration trenches have been identified on drawing PS-1, however, it was noted in the Functional Servicing Report that the infiltration galleries for the school and commercial blocks will be designed at site plan approval. It is our understanding that SPA is not required, therefore, please ensure these locations are identified in future planning submissions.	Candevcon	The commercial block is future....not part of current Draft Plan; It is premature to show infiltration trenches in the school block (which may or may not be acquired b the School Board)
147	As discussed in the memorandum dated May 4, 2022, the requirement for a salt management plan has been addressed with the BMP's and LID measures that have been incorporated into the site design. Please note that until the roads are assumed by the municipality, winter maintenance contractors should also be following best management practices for salt application and handling.	Candevcon	Noted
THE PLANNING PARTNERSHIP - Wai Ying Di Giorgio - November 14, 2022			
148	We have reviewed the revised Urban Design Brief (2nd submission package - dated July 2022), prepared by Nak Design Strategies which forms part of the Draft Plan of Subdivision application.	NAK	Noted

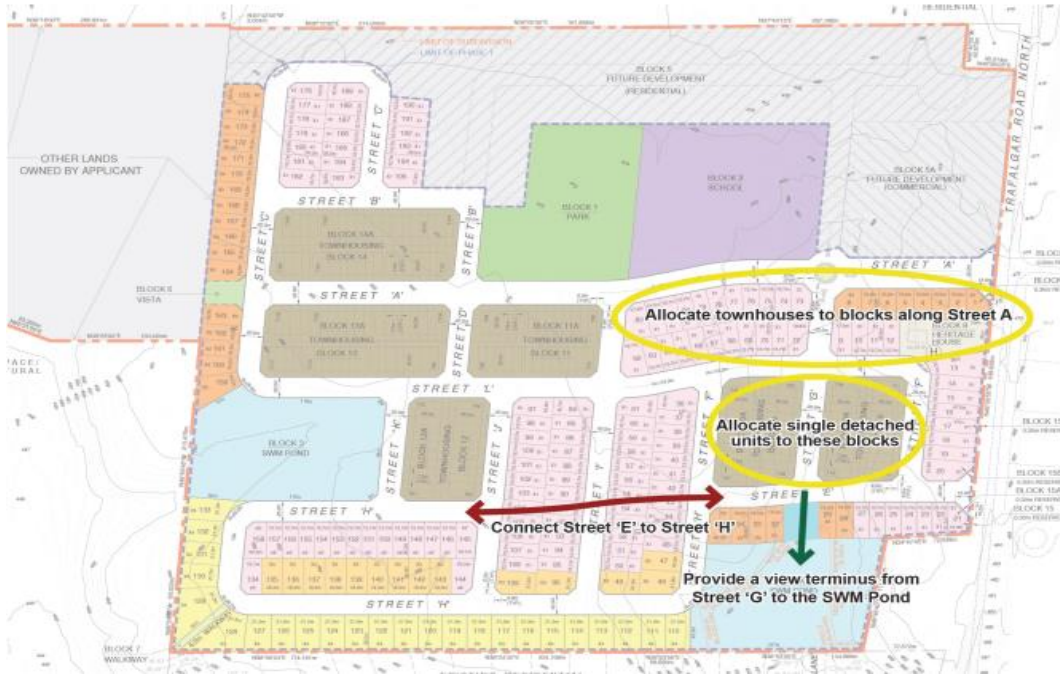
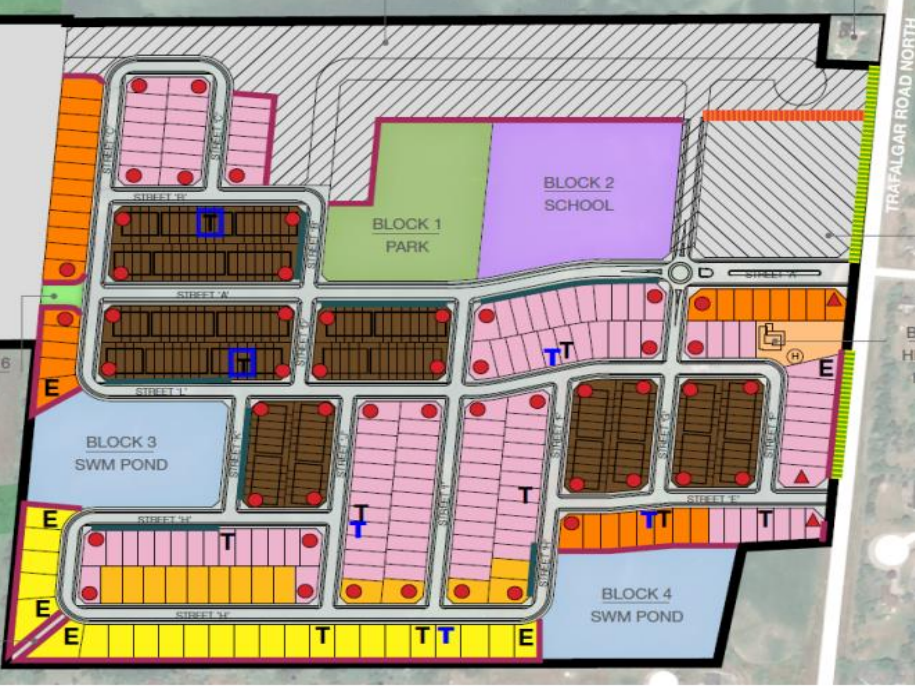
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	<p>As part of this second review, we have added our comments to the applicant's response matrix, and prepared two annotated plans to support them</p>	<p>NAK/ Candevcon</p>	<p>We do not support the changes to the Draft Plan as suggested. Locating the Townhouse Blocks along Street "A" is not desirable in consideration of additional driveways on Street "A" as well as the design objective of "integrating" the townhouses with single detached rather than a linear concentration. The provision of a view terminus from Street "G" to the SWM pond has been addressed due to the increase in the size of the SWM pond. Connecting Street "E" to Street "H" is not desirable as it would result in Blocks that are too small and would add an additional 150m of road for no perceptible benefit.</p> <p>Diagrams updated to reflect revised draft plan.</p>

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SKETCH 1: Neighbourhood Plan		

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1.3 Opportunities and Constraints			
150	<p><u>Original Comment June 2022</u> The achievement of an attractive streetscape along Trafalgar Road North is an important objective for the Town. Street environments that are attractive and pedestrian-oriented/scaled, combine two essential components - buildings that frame and define the street edge, with doors and windows that open onto the public frontage, and landscape elements that include street trees and street furnishings which are arranged to enhance pedestrian activity</p> <p><u>Applicant Response:</u> Trafalgar Road is non-urbanized with no sidewalks and with a high percentage of truck traffic. It is not appropriate to provide conventional streetscape with buildings that define the street edge. The Urban Design objective is to match the existing streetscape on the east side of Trafalgar Road with a landscaped berm and upgraded Architecture.</p> <p><u>Comment Review #2 October 2022</u> This is not aligned with the Town’s urban design objective.</p>	NAK	<p>After discussion with Town staff it was agreed in this location providing a 'green' streetscape with a landscaped berm, that is consistent with the streetscape on the east side, is appropriate with the inclusion of a sidewalk along the west side of Trafalgar Road.</p> <p>Text updated to reflect the inclusion of a sidewalk along the west side of Trafalgar. Figure 3.1 Trafalgar ROW Cross Section is updated to illustrate an urbanized street condition.</p>

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151	<p><u>Original Comment June 2022</u> The proposed rear lotting along Trafalgar Road will create a street environment that is the antithesis of this and should be avoided. Instead, it is recommended that units front onto Trafalgar Road by way of 1) rear-lane accessed units, 2) thru-lot units or 3) window street units, in order of preference.</p> <p><u>Applicant Response</u> Please refer to response under first comment. Rear lotting is minimized along Trafalgar Road. Where it exists, there will be upgraded landscape buffer treatment to reduce appearance of the backyard and contribute to the attractive appearance of Trafalgar Road. Enhanced landscaping for these units are noted in 2.2, 3.1.1 and 4.4.5.</p> <p><u>Comment Review #2 October 2022</u> It is expected that through the development of this property, the character of Trafalgar Road will become urban. The Town’s ultimate objective is for this road to be urban, including sidewalks and buildings facing the road. New developments are expected to achieve this objective rather than replicating an existing undesirable condition.</p> <p>Additionally, part 2.1 Structuring Elements Trafalgar Street should not be referred to as a ‘Green Street’. As previously noted, Street ‘A’ is more appropriately suited to be developed as a ‘Green Street’ given the location of the park and school block which provides the opportunity for enhanced streetscape design. It is noted that the west portion of Street A has been identified as a ‘Green Street’, refer to 2.3.1.</p> <p>Adjust 4th bullet in section 1.3.1 to reflect the Town’s objective. Remove last bullet from section 1.3.2 as it doesn’t reflect the Town’s objective.</p> <p style="text-align: center;">Page 61</p>	NAK	<p>Sidewalks are being proposed along Trafalgar Road. Landscape buffer treatment will be introduced to reduce appearance of backyard , buffer traffic noise and contribute to an attractive appearance along Trafalgar to blend with the streetscape on the east side of Trafalgar.</p> <p>Text updated</p>

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2.3 Street Hierarchy			
152	<p><u>Original Comment June 2022</u> There are some very long blocks proposed; these should be shortened to improve walkability / permeability, either by way of streets (preferred) or by way of mid-block walkway blocks (acceptable).</p> <p><u>Applicant Response</u> Please refer to response under first comment. Shorter blocks are proposed in the revised site plan design to improve walkability/permeability.</p> <p><u>Comment Review #2 October 2022</u> The realignment of some of the streets has resulted in a more permeable structure including some smaller blocks and more direct connections to the park/school block. However, there are still some overly long blocks that exceed the recommended 180m length and detract from connectivity east-west. See attached annotated plan.</p>	NAK	<p>During discussions with Town staff it was agreed extending Street "E" as proposed will result in a long straight street that could contribute to higher speeds and/or frequent stop signs.</p>
2.3.1 Entrance Road			

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153	<p><u>Original Comment June 2022</u> Street A, west of the roundabout should be designed as a 'Green Street' with widened boulevards to allow for a double row of street trees (refer to Appendix A)</p> <p><u>Applicant Response</u> Green Street (23.0m) added. New cross section drafted to show accommodations of double row of street trees.</p> <p><u>Comment Review #2 October 2022</u> Consider extending the 'Green Street' treatment along the entirety of Street A.</p>	NAK	<p>The "Green Street" extends along the entirety of Street "A".</p> <p>Double row of trees is extended along the entirety of Street A. "Entrance Street" portion of Street A is classified differently due to the median curb, but still has a double row of trees.</p>

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2.4 Pedestrian Circulation			
154	<p><u>Original Comment June 2022</u> Pedestrian walkway connection should be 8m wide to allow for generous landscaping on either side of a walkway.</p> <p><u>Applicant Response</u> Pedestrian Walkway (6.0m) added. New cross section drafted to show pedestrian connection and landscaping.</p> <p><u>Comment Review #2 October 2022</u> This section mentions ‘pedestrian walkways’ will be incorporated on long blocks. However, only one is shown on the plan. Revise plan and figure 2.9 to reflect all proposed ‘pedestrian walkways’, as well as the ‘enhanced crossings’ described on this section. Update reference to figure 2.7 in second paragraph, and check sub-title numbering (as is, 2.4.2 is before 2.4.1).</p>	NAK	Noted, addressed and text updated.

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3.1.1 Street Trees			
155	<p><u>Original Comment June 2022</u> Re: bullet #6, note that the same species should not extend on both sides of the street for the entire block length. At gateways / corners 3-5 trees of the same species may be planted on both sides of the street. In all other locations, no more than 3 trees of the same species should be planted in a row or be mirrored on the opposite side of the street.</p> <p><u>Applicant Response</u> Text Updated</p> <p><u>Comment Review #2 October 2022</u> Re. bullet #6, revise to say 'In all locations' as this guideline applies to all streetscapes; the only exception is at gateways, as noted later in the paragraph.</p>	NAK	Noted, addressed and text updated.
3.2 Parks			
156	<p><u>Original Comment June 2022</u> Consider an open space element as a focus for the area south of Street A (refer to Appendix A).</p> <p><u>Applicant Response</u> SWM ponds will include an open space trail and seating. Together they will function as an open space element for the south of the development.</p> <p><u>Comment Review #2 October 2022</u> In order to provide a view terminus from the entrance roundabout, it is strongly recommended that the east SWM pond includes full or partial frontage along Street 'E' where it intersects Street 'G', instead of Street 'H' as currently proposed.</p>	NAK	<p>SWM Pond extended to Street "E".</p> <p>Diagrams updated to reflect revised draft plan.</p>

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157	<p><u>Original Comment June 2022</u> It would be helpful to identify the principles that should be achieved here, such as:</p> <ul style="list-style-type: none"> * A centrally located play area * Screen plantings along interface with rear yards * No fencing between park and school blocks, instead a row of trees along the lot line * A hierarchy of pathways (main path 3.0m; secondary path 2.4m) * Pathways to connect to intersections (where controlled intersections are planned) * Ecological approach to landscaping (naturalized areas) <p><u>Applicant Response</u> Labels Added</p> <p><u>Comment Review #2 October 2022</u> Concept needs to be updated to reflect the park’s revised shape. Also, ensure connections to intersections and crossings are included on concept plan. Design Guidelines (page 33) bullet #3 – add content stating no fencing will be included between the park and school blocks (similar as note shown on plan).</p>	NAK	Noted, addressed. And text updated.

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3.4 Views and Viewsheds			
158	<p><u>Original Comment June 2022</u> It is suggested that maintaining views to the adjacent Greenlands has influenced the configuration of the land use / block pattern however, this is not evident as approximately 70% of the frontage adjoining Greenlands is occupied by lots/buildings thereby limiting views to the open space. It is recommended that this area be re-configured with a minimum of 60% of the frontage open / accessible to public view.</p> <p><u>Applicant Response</u> A vista is proposed at the end of Street 'A' to add views to the Greenlands.</p> <p><u>Comment Review #2 October 2022</u> Comment has not been addressed</p>	NAK	<p>The "Greenland" comprises the wooded area south of the "other lands owned by Applicant". The SWM Block provides visibility to approximately 40% of the area. It would not be appropriate to provide direct visibility/access from Streets or Vista Blocks as it is private property and access would be contrary to the ecological objectives.</p> <p>Vista is now part of "Other Lands owned by Applicant", therefore no views at the end of Street 'A' into the Grteenlands.</p>
Built Form 4.1 General Design Principles			
159	<p><u>Original Comment June 2022</u> Mixing architectural styles is strongly discouraged. Although the intention is clear, consider revising text to avoid conflicts with the Town-wide UDG.</p> <p><u>Applicant Response</u> Text Updated New section 4.1.1 Architectural Styles as per Town's Urban Design Guidelines has been added to provide examples.</p> <p><u>Comment Review #2 October 2022</u> Revise caption to reflect changes on design principles re: mix of architectural styles.</p>	NAK	<p>Noted, addressed and text updated.</p>

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4.1.3 Transition to Adjacent Neighbourhoods			
160	<p><u>Original Comment June 2022</u> Elaborate on how the 2nd bullet is to be accomplished, taking into account the surrounding context (built and natural) as well as transitions to/from proposed institutional uses</p> <p><u>Applicant Response</u> Text Updated</p> <p><u>Comment Review #2 October 2022</u> Include guidelines on how potential impacts of different land uses are to be minimized. Also, include guidelines on how to approach transitions in massing and height.</p>	NAK	Noted, addressed and text updated.
4.2.1 Single Detached Homes			
161	<p><u>Original Comment June 2022</u> Re: Bullet#5 - as per the UDG, projecting garages are NOT allowed for units on lots greater than 15m. All proposed/described lots are greater than 50ft (15.24m). The guideline should be revised to reflect this.</p> <p><u>Applicant Response</u> Bullet number 5 is removed.</p> <p><u>Comment Review #2 October 2022</u> Add a bullet after #3, "Attached street-facing garages shall be incorporated into the main massing of the building and should not project from the main wall of the front elevation "</p>	NAK	Noted, addressed.D255

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4.3.1 Street Townhouses			
162	<p><u>Original Comment June 2022</u> 4.4 Priority Lotting – Figure 4.8 <u>Applicant Response</u> Updated <u>Comment Review #2 October 2022</u> All 3 gateway lots required side and rear upgrades; revised plan to reflect this. Refer to plan below for suggestions on ‘T’ intersection lots (shown in blue); for townhouse blocks, due to the unit’s size, ensure at least 3 lots are marked as terminus.</p>	NAK	Noted
4.4.5 Lots Requiring Rear & Side Upgrades			
163	<p><u>Original Comment June 2022</u> Re: bullet #2 - How is this to be assessed? <u>Applicant Response</u> Bullet Removed <u>Comment Review #2 October 2022</u> Bullet 1. Remove the word “more”</p>	NAK	Noted and addressed.
164	<p><u>Original Comment June 2022</u> Re: bullet #3 - Wall and roof articulation, and enhanced fenestration are a required for rear/side elevations facing parks and open spaces. <u>Applicant Response</u> Text Updated <u>Comment Review #2 October 2022</u> Bullet #3 revise to say “... from Trafalgar Road, the park and any open space, shall...”</p>	NAK	Noted and addressed.

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5.1 Institutional			
165	<p><u>Original Comment June 2022</u> Re: Other, add the following guideline: * Locate school main building close to the street edge (preferably Street A) with its longest side along it.</p> <p><u>Applicant Response</u> The same bullet is noted in the Place / Orientation section, thus not duplicated in the Other section.</p> <p>Comment Review #2 October 2022 Re: Open Space Elements – add guideline: • Provide bicycle parking and locate it close to the school entrance(s).</p>	NAK	Noted, addressed and text updated.
6.0 Implementation			
166	<p><u>Comment Review October 2022</u> Include a brief description of the Town’s Architectural Control Process for the review and approval of proposed model elevations and siting plans.</p>	NAK	Noted and addressed (Section 7.1.4).