

**Erin Heights 5525 Eighth Line Comment Matrix**

**Submission 1 Comments**

**Project**

**Location:** 5525 Eighth Line, Erin ON

October 5, 2023 Submission

**Municipal**

**File Number:** **Z22/02 & 23T-220022**

**CVC**

**Number:** **OZ 22/002 & T 22/002**

**City Planner:** **Tanjot Bal, Senior Planner**

**Town of Erin**

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Phone: 519-855-4407 Ext 242

Agency	COMMENT	RESPONSE
<b>Wellington Source Water Protection</b>	<p><b>Wellington Source Water Protection</b>                      Danielle Walker, Source Protection Coordinator                      Date: July 28, 2022, updated September 6, 2022                      E: <a href="mailto:dwalker@centrewellington.ca">dwalker@centrewellington.ca</a>                      P: 519-846-9691 ext 236</p>	
	<p>The following comments are provided by the Wellington Source Water Protection, dated July 28, 2022. Comment Numbers based on August 25, 2021 Memo</p>	
	<p>1 As discussed in the memo dated August 25, 2021, Section 59 Notices will be required for all applications under the Planning Act until the location of the sanitary sewer, stormwater management facility and related pipes are finalized in the site plan process. If, at that time, these activities are not occurring within the WHPA-A, Section 59 Notices would not be required for further planning or building applications. This was acknowledged by the applicant and this comment is solely provided as a reminder.</p>	<p>Acknowledged.</p>
	<p>2 According to the submitted documents the location of the sanitary sewer pipes has not yet been determined, however, if they are to be located on Eighth Line within the WHPA-A, an Environmental Compliance Approval (ECA) will be required from the Ministry. The Ministry is required to comply with source protection policies by applying design and operational measures to any applicable ECA's to manage the threat. In future submissions, please identify the location of the sanitary sewer pipes once confirmed.</p>	<p>Acknowledged.</p>
	<p>3 As per CTC Source Protection Plan Policy SAL-10, it is recommended that a salt management plan be required, and that the Township make it a condition of site plan approval. Permitting the townhomes are still proposed to be freehold, and eventually the roads are to be assumed by the Township, the salt management plan would be in effect up until the end of construction. Please note that if the proposed composition of unit's change, a salt management plan may be legally required. Please see the attached guidance form and contact the undersigned if further details and/or examples are needed.</p>	<p>Acknowledged.</p>
	<p>4 <b>Comment Addressed</b></p>	
	<p>5 It is noted that the North SWM facility has been relocated outside of the WHPA-A and a parkland is proposed to be in the portion of the WHPA-A on this site.                      The proposal shows the SWN facility as a 'underground storage tank or stone infiltration trench'. The 'Hydrogeological Assessment, Water Balance Assessment and Source Water Protection Analysis' report provided by Terra-Dynamics Consulting, indicated that it may be unnecessary for the SWM facility to have an impervious liner, however, based on the close-proximity to the WHPA-A where infiltration is prohibited, it is strongly encouraged that the North SWN facility have either an impervious liner or be engineered as an underground tank. Additionally, we recommend that the Township Hydrogeologist review and comment on the location and design of the SWM facility to ensure the practices proposed are suitable</p>	<p>The above-ground portion of the stormwater management facility will have a liner. Terra-Dynamics contacted the Town of Erin/Source Water Protection staff multiple times by email to enquire as to responding to this comment regarding the Town Hydrogeologist commenting however no response was ever received.</p>
	<p>6 <b>Comment Addressed</b></p>	
	<p>In conclusion, we recommend that the Town Hydrogeologist review and comment on this proposal and that the Town add a condition to the draft plan of subdivision approval requiring a salt management plan.</p>	<p>Terra-Dynamics contacted the Town of Erin/Source Water Protection staff multiple times by email to enquire as to responding to this comment from Source Water with no response received. Road salt management is recommended to follow the Town of Erin with a 5% salt/95% sand mixture.</p>
	<p>It is requested that the applicant provide written responses to all the above comments during the next submission. For more information a, please contact the undersigned:</p>	<p>Noted.</p>
	<p><b>Wellington Source Water Protection</b>                      Kyle Davis, Risk management Official                      Date: September 1, 2022                      E: <a href="mailto:kdavis@centrewellington.ca">kdavis@centrewellington.ca</a>                      W: 519-846-9691 ext 362</p>	
	<p>This Notice is being issued under subsection 59 2(a) of the Clean Water Act, 2006 and was prepared in response to an Application (as described above under Description / Supporting Documents) received for the property that is identified above. One or more of the land uses proposed to be engaged in or engaged in, at the above noted property, has been designated as a restricted land use under Section 59 of the Clean Water Act and the application is either for a provision of the Planning Act prescribed under Section 62, Ontario Regulation 287 /07 of the Clean Water Act or for a building permit under the Ontario Building Code.</p>	<p>Acknowledged</p>

	<p>The Application was reviewed in accordance with the Clean Water Act and the CTC Source Protection Plan which came into effect on December 31, 2015. Based on the information submitted as part of the Application, Section 57 (Prohibition) or Section 58 (Risk Management Plan) of the Clean Water Act do not apply, at this time, to the activities outlined in the Application for the above referenced property.</p>	<p>Acknowledged</p>
	<p>Rationale: The Notice pertains to the Zoning By-law Amendment application and Draft Plan of Subdivision submitted for 5525 Eighth Line, Erin. There are outstanding comments that need to be addressed by the applicant which are outlined in the memorandum dated July 28, 2022, however, in order to deem the two current applications complete, a Section 59 Notice to proceed is being issued.</p>	<p>Sanitary sewer pipes within the WHPA-A will be constructed as closed systems with extra-flange protectors. The stormwater management facilities will be constructed outside of the WHPA-A. Road salt management is recommended to follow the Town of Erin with a 5% salt/95% mix. Transport pathways (water well and monitoring wells) will be decommissioned as part of site development</p>
	<p>• This Notice is only effective as it relates to the above referenced Application</p>	<p>Acknowledged</p>
	<p>• Any change to the information submitted under the Application nullifies this Notice, unless</p>	<p>Acknowledged</p>
	<p>• This Notice is not valid for any subsequent approvals under the Planning Act or building permits under the Ontario Building Code for the property. Further Section 59 notices will be required for subsequent applications at the property and a risk management plan may be required.</p>	<p>Acknowledged</p>
	<p>• Pursuant to Section 53 (3), Ontario Regulation 287 /07 under the Clean Water Act, this notice, once issued, is a public document. All information submitted for development of this notice is subject to the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA).</p>	<p>Acknowledged</p>
	<p>• This Notice has been issued under the Authority of the Risk Management Official appointed for the Town of Erin under By-law 15-44 and/ or 17 /45. This Notice has been issued in accordance with the Clean Water Act, 2006, Section 59, Ontario Regulation 287 /07 and the CTC Source Protection Plan, as amended, which became effective on December 31, 2015.</p>	<p>Acknowledged</p>
	<p>See Appendix A of the Guidance for Drinking Water Threats Disclosure Report and Chemical Management Plan</p>	<p>Acknowledged</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Upper Grand District School Board</p>	<p><b>Upper Grand District School Board</b>  Adam Laranjeiro, Planning Technician  Received: July 27, 2022  E: <a href="mailto:municipal.circulations@ugdsb.on.ca">municipal.circulations@ugdsb.on.ca</a>  P: 519-822-4420 ext 821</p>	
	<p>Planning staff at the Upper Grand District School Board have received and reviewed the above noted application for a Plan of Subdivision proposing a total of 288 residential units.</p>	
	<p>We have reviewed the applicant's Traffic Impact Study, dated May 18, 2022, and note the following excerpt on Page 13 regarding sidewalk connections "Sidewalks are proposed along both sides of 'Street A' and 'Street B' (20-metre-wide rights-of-way) and along one side of all other internal roads (18-metre-wide rights-of-way), with opportunities for connections to a potential future Town-initiated sidewalk along the east side of 8th Line."</p>	
	<p>The Board understands the importance of the above recommendations to improve pedestrian connectivity for students walking to school and for all future residents to the existing street network.</p>	
	<p>Please note that this residential subdivision will be designated as a Development Area (DA). A DA is a geographically distinct area within the Board, which does not form part of a school attendance area. Temporary accommodation of students is managed using holding schools that have space available when local schools are full. The Board considers DA school assignments each year</p>	<p>Noted.</p>
	<p>Please be advised that the Planning Department <b>does not object</b> to the proposed application, subject to the following conditions:</p>	
	<p>1 That Education Development Charges shall be collected prior to the issuance of a building permit(s).</p>	<p>Noted.</p>
	<p>2 That the developer agrees to provide the Upper Grand District School Board with a digital file of the plan in either ARC/INFO export or DWG format containing parcel fabric and street network</p>	<p>Noted. Will be provided.</p>
	<p>3 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 neighbourhood.</p>	<p>Noted.</p>
	<p>4 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:    "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 right-of-ways to pick up students, and potential busing students will be required to meet the bus at a congregated bus pick-up point."</p>	<p>Noted.</p>
<p>5 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, until such time as a permanent school is assigned:    "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 anticipated students 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>	<p>Noted.</p>	

<p><b>Sympatico (EIS Peer Reviewer to Town of Erin)</b>  <b>Greg Scheifele, Principal Ecologist/Forester</b>  <b>Received: July 25, 2022</b>  <b>E: gwsefs@sympatico.ca</b>  <b>P: 519-371-0693</b></p>		
<p>I reviewed the Scoped Environmental Impact Study (EIS) Report prepared by WSP Canada Inc. for the proposed Erin Fairways Subdivision located at 5525 Eighth Line, Erin. I also reviewed the Arborist Report &amp; Tree Protection Plan prepared by Canopy Consulting for this subdivision. Based upon this information and my November 17, 2021 site inspection I offer the following comments.</p>		
1	<p>The description and mapping of ELC vegetation communities appears to accurately reflect existing conditions adjacent to the subject property. The botanical inventory of vascular plants on and adjacent to the site indicates a relatively high level of disturbance (i.e., only 62% native species) due to past agricultural and recreational activities. I have no concerns with these data. The description and mapping of ELC vegetation communities appears to accurately reflect existing conditions adjacent to the subject property. The botanical inventory of vascular plants on and adjacent to the site indicates a relatively high level of disturbance (i.e., only 62% native species) due to past agricultural and recreational activities. I have no concerns with these data.</p>	Noted.
2	<p>The breeding bird surveys confirmed a mix of forest interior and forest edge nesting species as expected given the size and diversity of habitats available on the site and adjacent lands. Only a small number of mammals (5) and hepetofauna (3) were recorded and I suspect actual habitat utilization by these species groups is much higher. In particular, the absence of white-tailed deer and coyotes is surprising since the adjacent woodland/wetland is supposed to be a winter congregation area for deer. In any event, the wildlife data and related habitat assessments seem adequate for the purpose of this study.</p>	Noted.
3	<p>Given the close proximity of the PSW and the West Credit River, which receives groundwater discharge from the site and supports Brook Trout, the proposed stormwater management plan must demonstrate that post development groundwater recharge mimics pre-development existing conditions. Based on the information provided on page 19 of the EIS it appears that further study is required to confirm that this environmental objective can be achieved. In addition, details need to be provided on the location and design of discharge outlets from proposed SWM facilities to ensure there are no negative impacts to adjacent wetlands</p>	<p>The commentary on Page 19 of the EIS notes that groundwater recharge is anticipated to increase as a result of the development and that any groundwater not utilized by the vegetation in the immediately adjacent PSW will flow-through and discharge into the West Credit River. As such, impacts to groundwater discharge into the West Credit River that originates from the Subject Property are not anticipated. However, as noted in Section 6.1 and 6.3 as detailed design progresses and more details become available, the impact assessment will be updated at that time, as required. The discussion regarding further study is related to the Wetland Water Balance Risk Evaluation and relates to future hydrogeological monitoring of the wetlands. Further details on the SWM facility outlets will be provided at the detailed design stage.</p>
4	<p>The EIS talks in general terms about avoiding impacts to migratory bird nests but does not provide specific guidance in this regard. In this location I recommend that vegetation removal should be avoided between April 1<sup>st</sup> and August 30<sup>th</sup>. If this is not feasible, an ecologist capable of bird identification must survey the area to be cleared of vegetation to confirm that the area is free of any nests and if nests are found they must be protected until the young have left the nest.</p>	Noted. This is consistent with recommendations in the EIS, all of which address the MBCA and ECCC guidance.
5	<p>If the removal of trees and buildings is limited to the period between November 1 and March 15, when bats are not active, as stated on page 26, then there will be no impact to bats or nesting birds. However, based on other studies I have recently conducted I believe the bat inactive period extends to March 31st.</p>	Noted. Recommendations re: tree / building removal and bat use will be based on current MECP guidance at the time of activities. Based on the most recent guidance that we are aware of, removals should occur between October 1st and March 31st of any given year.
6	<p>On page 28, grading is proposed to extend into the 30m setback from the PSW boundary adjacent to vegetation community 5a, a poplar-conifer mineral mixed swamp. A 20m buffer will, however, be maintained at this location. No justification is provided to support this intrusion into the standard 30m buffer other than the desire to maximize development yield. Development alternatives and their consequences should be discussed in the EIS so the merits of the proposed setback intrusion can be better understood and evaluated. In any event, it will be up to CVC staff to decide if the proposed intrusion is acceptable.</p>	<p>This matter is driven by the development concept, which is built around secured allocation. The Town &amp; Empire have agreed upon this approach and the associated NHS buffer grading encroachments and restorations. Building off this planning justification, our grading proposal offers a balance between NHS buffer encroachment/restoration and mitigation of retaining wall heights, another priority. Encroachment is also required to deliver stormwater management and access drainage outfalls.</p>
7	<p>Grading is also proposed to extend up to 4m into the 10m woodland setback at 2 locations adjacent to vegetation community 3 (FOM 4-2). This is an immature upland forest of cedar, poplar, white birch and black cherry. Given the size of these trees I feel their root systems will still be adequately protected by the 6m setback to be applied in these areas and I therefore have no concerns with this small deviation in the setback distance.</p>	Noted.
8	<p>The EIS indicates that ecological enhancement plantings with native species are proposed in the buffer areas. No details are, however, provided on the species, size quantity and arrangement of plant materials to be utilized. I support this proposal and recommend that these details be provided as a condition of Draft Plan approval.</p>	<p>A conceptual plan has been developed outlining the proposed ecological enhancements in the buffer areas following the CVC guidelines. Please refer to plan L-0 for proposed species, sizes, locations, and quantities. Detailed planning plans will be developed and provided at the detailed design stage.</p>
9	<p>North of Block 28 the EIS proposes that an open area that is currently part of the golf course and not within the subject property should be left to natural succession. Given the abundance of non-native, highly invasive species in the adjacent woodland/wetland, particularly Manitoba maple, common buckthorn and tartarian honeysuckle, I believe this area will simply evolve into a conglomeration of weed species. I therefore recommend that this area should be reforested with a mixture of native tree seedlings and a planting plan should be prepared to guide this work. This ecological enhancement planting would help to compensate for the significant loss of tree cover on the subject property.</p>	<p>Similarly to the buffer areas, a conceptual plan has been developed outlining the proposed reforestation plans, for the open area north of Block 28 following the CVC guidelines. Please refer to plan L-0 for proposed species, sizes, locations, and quantities. Detailed planning plans will be developed and provided at the detailed design stage.</p>
10	<p>On page 40 the EIS recommends that vegetation protection fencing should be installed prior to any site grading or vegetation removal in order to protect adjacent retained vegetation. Unfortunately, no details are provided on the type of fencing to be employed. I recommend that paige wire farm fence should be installed at the limit of grading and silt screen should be attached to this fence.</p>	<p>A Tree protection and Removals plan has been prepared outlining the location of protection fencing with details. Please refer to plans TP-1, TP-2, TP-3, and TP-4 for location of fencing shown along the limits of grading. Sheet TPD-1 contains the details of the fence.</p>

11	With respect to the proposed biological monitoring program I suggest that the vegetation monitoring plots should just be established in adjacent wetlands as these areas are potentially most sensitive to changes in surface water and groundwater inputs. In conducting the general overview a standard form should be prepared for recording natural and man made changes to off-site vegetation and the condition of the tree protection fence. Within buffer areas the survival, growth and health of planted trees, shrubs and groundflora should be recorded. I see no merit in conducting breeding bird surveys or frog calling surveys since we do not have any sensitive or significant bird or frog habitats adjacent to the development that could be potentially impacted. As such, this exercise would simply be data collection for the sake of data collection and nothing would spin on it. Notes on wildlife observations can be recorded on the general monitoring form which should have space for any required remedial work needed to protect vegetation and wildlife inhabitants.	Noted. The biological monitoring plan can be confirmed prior to the initiation of monitoring, pending agreement from the adjacent landowner.
12	Common buckthorn is frequent to abundant in vegetation community CUH 1-A and FOM 4-2 and is also present in other communities. This exotic shrub is one of the most aggressive invasive species in southern Ontario. If left unchecked it will spread into the proposed ecological enhancement plantings and compete with desirable native vegetation. To reduce its spread and hopefully minimize its impact I recommend that saplings sized shrubs (i.e., 1 to 9 cm dbh) capable of producing fruit that are found along the forest edge should be cut and/or sprayed with an appropriate contact kill herbicide prior to the installation of buffer plantings.	Noted. An invasive species management plan can be prepared as a condition of draft plan approval, with control measures implemented according to the approved plan, pending agreement from the adjacent landowner.
13	Given the topography on this site and the proposed residential development I am not surprised that all trees located to the interior of the property are proposed for removal. There are, however, several semi-mature to mature native trees in fair to good health that are located on the property line or in close proximity to it and I think some minor adjustments can be made to the grading plan in order to retain these trees in backyard and roadside settings I therefore recommend that the following trees numbered 922, 936, 964, 978 (49 trees), 301, 305, 306, 307, 309(15 trees) should be retained and the grading plan modified to facilitate tree retention.	Please refer to the Tree Protection and Removals Plans (TP-1 to TP-4) showing the relation between the proposed removals with the latest grading plan and proposed road layout. Trees 978, 301 - 309 would be in conflict with any future road upgrades to 8th Line and sidewalk / multi use trail construction along 8th Line. Grading around trees 922, 936, and 964 would reduce developable lot areas on their associated lots to undesirable amounts.
14	As stated in the Arborist Report, the proposed removal of off-site trees to accommodate grading requirements will require authorization from the adjacent landowner. I support the proposed root pruning of adjacent trees that may be injured by grading operations.	Access and permission for off site tree removal and grading is currently in discussion with the adjacent land owner.
<b>Credit Valley Conservation</b> Annie Li, B.E.S. Planning and Development Services Received: July 25, 2022 E: annie.li@cvc.ca P: 905-670-1615 ext 380 M: 437-881-2349		
Credit Valley Conservation (CVC) staff have reviewed the subject application and offer comments based on the following roles and responsibilities: 1. Watershed Based Resource Management Agency and Public (commenting) Body under the Planning Act - providing comments based on CVC's Board approved policies; 2. Planning Advisory Services - providing environmental planning and technical advice/comments based on service agreements or memorandum of understanding; 3. Delegated Responsibilities – providing comments representing the provincial interest regarding natural hazards (except forest fires) as identified in Section 3.1 of the Provincial Policy Statement (2020); 4. Regulatory Responsibilities – providing comments to ensure the coordination of requirements under the Conservation Authorities Act Section 28 regulation, to eliminate unnecessary delay or duplication in process; 5. Source Protection Agency – providing advisory comments to assist with the implementation of the CTC Source Protection Plan under the Clean Water Act, as applicable.		
Credit Valley Conservation (CVC) has reviewed the following plans and reports for the above noted application: • Draft Zoning By-law • Draft Plan of Subdivision prepared by Armstrong dated February 2022 • Scoped EIS Report prepared by WSP dated May 2022 (EIS) • Landscape Plans prepared by Alexander Budrevics • Tree Protection Plan prepared by Canopy Consulting dated March 22, 2022 • Arborist Report prepared by Canopy Consulting dated March 3, 2022 • Hydrogeology Assessment, Water Balance Assessment and Source Water Protection Analysis, Erin Fairways Subdivision prepared by Terra Dynamics dated May 18, 2022 • Functional Servicing and Stormwater Management Report (FSSR) prepared by Urbantech dated May 2022 (FSSR) • Grading Plan prepared by Urbantech Consulting dated March 2022 • Geotechnical Investigation prepared by D.S. Consultants dated May 2021		
<b>Ontario Regulation 160/06:</b> This property is subject to the Development, Interference with Wetlands, and Alterations to Shorelines & Watercourses Regulation (Ontario Regulation 160/06). This regulation prohibits altering a watercourse, wetland or shoreline and prohibits development in areas adjacent to the Lake Ontario shoreline, river and stream valleys, hazardous lands and wetlands, without the prior written approval of Credit Valley Conservation (CVC) (i.e. the issuance of a permit).		
<b>General Comments</b>		
1	Please include in the next submission a response matrix outlining how each of the following comments have been addressed (including noting the detailed design considerations).	Provided herewith.
2	It is noted that through an associated previous severance application (Town File No. B60-19 & CVC File No. B 19/060), the CVC regulated hazardous features and associated setbacks were established to be located off lot from the subject property. Please include all the previous limits of the hazards (meander belt limit established by Geomorphix, 30 m setback to the watercourses has not been included on the current plans) and buffers on the current engineering plans and EIS drawings.	Noted. Plans have been updated to include these limits.
3	A CVC permit is required for the development as proposed.	Noted.
<b>Hydrogeology Comments</b>		

4	The report has generally been undertaken in a satisfactory manner, including the site level water balance and proposed mitigation. However, it should be noted that pending ecology items to be addressed, a feature based water balance may be required.	Acknowledged, however it could be argued that the analysis and reporting of the 2 years of wetland and site monitoring and modelling are feature based water balances. Also it was our understanding discharge to the Credit River avoids the requirement for a feature-based water balance.
5	Regarding the groundwater conditions, the available data reflects a spring to fall time-window which allows for a reasonable analysis of flow direction, average groundwater elevation and high seasonal groundwater conditions. It is noted there is a stated intention to continue groundwater monitoring activities into 2022, so this will allow the opportunity to refine data sets were necessary.	Acknowledged - the updated report includes the 2 years of monitoring data and accompanying analyses
6	Regarding the proposed mitigation plan; it must be supported by design components (engineering calculations on the chosen LID measures). The FSSR should contain specific detail pertaining to the sizing and capacity of the LID and must reflect/match dimensions (depths, volumes, etc.) presented in the post-development (with mitigation) table.	Urbantech design assessed by Terra-Dynamics to provide at least 80% of the pre-development recharge rate and maintain the pre-development recharge for the downgradient wetlands. The proposed LID measures include the two infiltration stone layers in the North and East SWM facilities. Both infiltration storage volumes were sized for the 20mm event for water balance purposes. Calculations and dimensions are included in the FSR Section 5.4 and match the post-development water balance table.
7	Per the groundwater conditions at the site, there is a strong possibility that construction dewatering may be necessary. If so, a detailed dewatering plan must be prepared and presented prior to construction activities/ This study should identify the volume to be extracted, nature of the extraction (short term vis-à-vis long term), potential impact to the tributary (east side of the site), and associated monitoring and category of permit anticipated.	Construction is not predicted to require groundwater control pumping methods for dewatering or an MECP EAST or PTTW.
<b>Engineering Comments</b>		
<b>Engineering Comments - General</b>		
8	Please note, given the limited information provided within the Preliminary FSSR, the following comments are high level only. Additional comments may be required within subsequent detailed design submissions in support of the proposed development.	Acknowledged
9	All drawings should be signed and sealed by professional engineer	Addressed
10	Target flows for the SWM design is calculated based on MTO IDF curve. Hydrologic model was not provided in support of the pre-development scenario. Please provide the model in the next submission for our review and comments.	The pre-development hydrologic model is represented as a single NASHYD function in the attached VO model. Target flows for the SWM design were updated using the Town's IDF curves in the Design Standards (2022).
11	Consideration is to be given to proposed outfall for the SWM pond to be located to the watercourse instead of the wetland adjacent to the North pond. Please see ecology comments for more information in this regard.	Addressed. North SWM Facility outfall has been extended to the watercourse.
12	No supporting storm sewer and/or overland flow analysis was provided in support of the proposed preliminary SWM design. Please include this in the next submission.	Storm sewer design sheets are included in Appendix B. Overland flow analysis was completed to confirm the conveyance capacity of the road right-of-way and inlet spillway at the North SWM facility. Calculations are included in Appendix B and summarized in Section 4.3.3 of the FSR. The East SWM facility receives flows via surface runoff and the 3rd pipe system. Hence, only the 3rd pipe system sewer design sheets are provided.
13	Please see hydrogeology comment 4 above related to water balance.	Acknowledged
<b>Engineering Comments - Report</b>		
14	Uncontrolled flow from south: There is an existing development at the south of the site. Please confirm if there is any external area draining into the proposed site. North of Erin Heights Rd, there are some blocks developed. Were the backyards of these lots discharged uncontrolled? Please confirm.	Addressed. Allowance has been made for existing external drainage from the north. Refer to SWM Plans.
15	Grading: Grading activities within NHS is observed close to north pond. In the sectional view 12-12 (around station 0 + 140), a slope of approximately 9% is shown. Same way, section 14-14 (0+100 – 0+120) slope of 11% is observed around emergency spillway area. Please provide a more stable energy dissipation measure such as concrete honey-comb structure.	Addressed. Noted. Spillway surface treatment to be confirmed at detailed design stage.
16	Retaining Walls: Retaining walls are proposed along the east limit of the site and along the pond outfall area. Please provide a Geotechnical confirmation of the structural stability of the retaining wall.	The designer of the retaining walls must ensure that the retaining walls are stable and safe in terms of bearing capacity, overturning and horizontal sliding. DS can provide global stability analysis of the proposed retaining walls upon receipt of the design drawings.
17	Water Quality: Appendix B has water quality treatment train calculations. Please clarify the filtration facility. Is dry pond considered a filtration facility. Due to WHAPA, clay liner is required for dry pond, and it will act as sedimentation facility and not the infiltration or filtration facility. Hence a filtration facility (e.g.: bio retention cell) is to be added to provide enhanced 80 % TSS removal towards water quality.	A liner has been added to the design.
18	Water Quality: A combination of OGS (50%) and a dry pond (half of 60%) provided as a treatment train to achieve 80% is not acceptable. Dry pond acts as sedimentation facility and not as a filtration facility. The infiltration facility does not appear to be part of the treatment train and appears to be designed to provide water balance only. To achieve 80 % TSS removal, consideration should be given to incorporate filtration facilities such as bio-retention cell (with an underdrain) at a suitable location as part of the treatment train.	The proposed North SWM dry pond is a sedimentation facility and provides 60% TSS removal as per MOE standards Table 3.2. The treatment train of OGS (50%) and dry pond (60%) achieves 80% TSS removal for the 9.32 ha of road ROW and lots draining to the North dry pond.  The East SWM facility receives inherently clean runoff from rearlots and roofs, but also provides additional TSS removal through infiltration.  An overall site TSS removal based on a weighted area calculation has been added in Section 4.2.3 of the FSR - Table 4-5. The overall site exceeds the 80% TSS removal requirement.
19	Quantity sizing: Please provide pond sizing rating curves for both north and south dry ponds. Appendix B has shown water quality sizing for north pond and infiltration trench size shown for east pond. Please revise the calculations to include all the quantity and quality sizing for both ponds.  Note: Dry pond should be protected by clay liner and no filtration, or infiltration can happen in such condition. Hence, dry pond cannot be considered as part of the treatment train for water quality.	Pond sizing rating curves have been added to Section 4.3.4 in the FSR. Water quality sizing for both ponds is included in the updated Section 4.2.3.  The North dry pond is lined and provides water quality (60% TSS) as a sedimentation facility as per MOE standards Table 3.2. The east dry pond is not lined and provides water quality via the infiltration base layer.
20	Please confirm if the infiltration facility beneath the dry ponds (north and east) are considered as part of the treatment train. If not, then this facility cannot be counted towards the 80% TSS removal. Please revise and update the discussion provided within the SWM Report accordingly describing how the 80% removal will be achieved.	Please see response to Item 18
21	Please include a summary table of the water balance in the FSSR with pre-development, post development and with mitigation volumes.	Summary tables for the site and feature-based water balance were added to the new Sections 5.3 and 5.4 in the FSR, showing pre-development and post-development with mitigation volumes.

# Credit Valley Conservatio

Engineering Comments - Appendix A (Drawings):		
22	DWG 4.1: A summary table (SWM Block 29 Table) is included on this drawing with required volumes vs. provided volumes. Please provide the supporting calculations in the appendix or references within the table.	Supporting calculations for the summary table in DWG 4.1 are included in the FSR and Appendix B.
23	Clay liners for the SWM pond is suggested by the geotechnical report to avoid interactions with the groundwater table. Please show the clay liner on SWM Pond drawings. If dry pond is receiving stormwater other than the roof water, then the groundwater should be protected from pollution (note #4 on DWG 4.0).	A liner has been added to the design.
24	Stormwater management minor system drawing should be submitted for review with all the relevant features including but not limited to the following: a. Stormwater management (minor system) b. OGS c. Pond liners d. Pipe sizes and inverts e. Details of pond inlets and outlets	Addressed. Refer to SWM Plans.
25	25. Please submit drawing 5.0 major system flow direction as per note #5. The design should include but not be limited to the following features of the SWM facility as well: a. Spillway b. Outfall	Addressed. Reference to DWG. 5.0 was a typo. Refer to Drawing 4.0.
Engineering Comments - Appendix B (Calculations):		
26	The following sizing calculations will be required for the SWM design:	
a	Calculations for major system flow conveyance capacity	Major system flow conveyance capacity (inlet spillway and road ROW) was added to Sections 4.3.3 in the FSR. Calculations are included in Appendix B.
b	Spillway capacity	Emergency spillway capacity was added to Section 4.3.5 in the FSR. Calculations are included in Appendix B.
c	Outfall design (size, orifice, etc.)	Outfall structure designs including orifice sizing was added to Section 4.3.4 in the FSR. Calculations are included in Appendix B.
d	Infiltration tank size (underground)	Infiltration layer sizing for the North and East SWM facilities is included in Section 5.3 of the FSR. However, the North underground storage tank sizing (above the infiltration layer) is included in the quantity sizing Section 4.2.1 Table 4-2 and was completed using VO hydrologic modeling.
27	Imperviousness: Drainage area and imperviousness area percentage calculations in Appendix B, has the pathway SWM access are as 0 ha. Gravel pathway in A1 POST (7.35 ha) should be added to this table.	Imperviousness and drainage areas were updated to include the gravel pathways. Imperviousness values were also updated based on the new Town Standards 2022.
Engineering Comments - Dry Pond Design		
28	The following comments relate to the design of the dry pond:	
a	Please confirm whether partial blockage of the outlet was considered within the design assuming 50% blockage.	The outlet structure cannot be oversized for partial blockage as that will impact the controlled design flows required. In case of full blockage of the dry pond outlet structure, an emergency spillway is included in the proposed design that is sized to convey the uncontrolled 100-year flows.
b	Confirm that the emergency spillway can safely convey the greater of uncontrolled Regional and 100-year flow to the downstream channel supported by calculations.	The emergency spillway was sized to convey the uncontrolled 100-year flow (greater than Regional) for both the North and East SWM Facilities. Spillway design was added to Section 4.3.5 and calculations are included in Appendix B.
c	In accordance with CVC's stormwater management criteria, the outlet invert should be located above the 25-year water level in the channel. Otherwise, a tailwater influence must be accounted for in the sizing of the SWM facility.	The proposed outlet invert is above the 25-year water level in the watercourse, extracted from the CVC West Credit River HEC-RAS model.
Ecology Comments		
29	The subject property is directly adjacent to the Natural Heritage System (HNS) including Provincially Significant Wetland (PSW) and Significant Woodlands. As part of the previous severance application, property lines were determined based on standard minimum setbacks in the absence of a known land use change and ecological studies to determine appropriate setbacks. The EIS states that wetlands and woodland will be retained in full and protected with development setbacks and an enhanced buffer. However, encroachment into the NHS buffer is being proposed off site; please resubmit the site plan showing that all development including grading are maintained within the severed parcel and do not encroach into the area adjacent to the NHS that are off site. As per the EIS, the buffer is to be enhanced and left as a no touch area.	The EIS did not call this a 'no-touch' area; the grading was clearly shown on figures and discussed in the text of the report.
a	The FSR proposes a SWM outfall directed to one of the PSW units, along with grading which would occur off of the subject property; including the placement of infrastructure within the buffer (which is off property). The results of the hydrogeology analysis indicated that the PSW is highly sensitive and that the proposal is high risk. Presently, a feature based water balance was not completed due to the mitigation measures proposed. However, directing the SWM outflows directly into a palustrine wetland is not ideal and doing so would trigger further assessment. As such, an alternative SWM scenario should be developed. Easements to work off property (e.g. through the park) and discharge SWM to the watercourse to the North should be explored.	The proposed design has been updated for the North SWM facility. The outlet now discharges to a swale that conveys flows around the wetland and to the West Credit River directly. The swale is sized to convey the uncontrolled 100-year flows.
b	The FSR proposed approximately 10 m of trading into the PSW buffer to accommodate SWM outfalls, etc. Grades within the buffer to the wetland should not be altered; minor encroachments can be considered so long as the buffer is expanded and fully and robustly restored. As in the case with the south property line, grading should be accommodated on property and within the NHS not its protective buffer.	The grading plan has been designed to minimize encroachment within environmental constraint buffers to the extent possible. Full restoration will be undertaken as required.
c	The proposal includes a SWM pond outlet directed to a significant woodland that is stated to be fully protected. Please assess and confirm that there will be no impacts as a result of this strategy (e.g. erosion, channelization, changes in soil moisture regime).	Our updated design provides infiltration of the first 20mm rainfall, which would mitigate erosion impacts downstream at the woodlot. Additionally, the 100-year controlled flow is 0.025 m <sup>3</sup> /s, which is relatively low and is not anticipated to cause erosion impacts.

d	<p>Per the EIS, the proposal should enhance the form and function of the buffer due to its currently degraded state. For the buffer to function as intended and to mitigate the impacts of the land use change the buffer should be robustly vegetated. Please see the example for mass plantings below and consult the CVC Plant Selection Guideline (<a href="https://cvc.ca/wp-content/uploads/2021/06/Plant-Selection-Guideline-FINAL-APRIL-24th-2018.pdf">https://cvc.ca/wp-content/uploads/2021/06/Plant-Selection-Guideline-FINAL-APRIL-24th-2018.pdf</a>) and Healthy Soils Guideline (<a href="https://cvc.ca/wp-content/uploads/2021/06/CVC-Healthy-Soils-Guidelines-NHS-Web-V5.pdf">https://cvc.ca/wp-content/uploads/2021/06/CVC-Healthy-Soils-Guidelines-NHS-Web-V5.pdf</a>) when developing the restoration plans.</p> <p>i. It is noted that buffer restoration will require access to private property. Should permission not be granted to fully restore the buffer, alternative methods of preventing encroachment and achieving buffering function on lot is required. This could include rear lot vegetation barrier strips behind gateless fencing (see below Figure 2).</p>	<p>Noted. The recommendation to use the CVC Plant Selection Guidelines was included in the EIS. An Overall Conceptual Naturalization Plan has been prepared by Budrevics that identifies proposed native species plantings for this area.</p>
30	<p>The FSR and Hydrogeology report indicated that site water balance can be achieved if several mitigations are implemented, including maintenance of protective buffers for infiltration and LIDs. The applicant should demonstrate that these mitigations are feasible and ensure that the recommendations for mitigations are echoed in the detailed design of the proposal (e.g. no buffer encroachment, LID infrastructure).</p>	<p>Acknowledged. The mitigation measures (infiltration facilities) are feasible and have been designed to a sufficient level of detail for the FSR to carry on to detailed design. The LID design provided includes sizing (area, depth and volume) required to achieve the water balance requirements outlined in the Hydrogeology report. Native soils are suitable for on-site infiltration as all were greater than 15 mm/hour including areas of &gt;50 mm/hour.</p>
31	<p>The following comments relate to the provided Landscaping Plan</p>	
a	<p>As per the EIS, the buffers to the woodlands and wetlands are to be enhanced, including restoring the grading within the buffer. Please update the landscaping plans to include for buffer enhancement, as per above comments. If access to the adjacent property is permitted for grading, access should also be sought for restoration.</p>	<p>Please refer to the conceptual plan L-0 which outlines a high level proposed enhancement and restoration plan for the lands buffering the development to the adjacent woodlands and wetland. Detailed designs are to be developed as a condition of Draft Plan approval.</p>
b	<p>The species proposed are generally cultivars and potentially invasive. Please select species from the CVC Plant Selection Guideline.</p>	<p>The previously submitted plant list was developed for the street trees as per the Town of Erin Guidelines. Please refer to the plant lists provided on L-0 for the species and sizing proposed for the naturalized areas in and around the development.</p>
c	<p>Please review the CVC Healthy Soils Guideline and develop a soil management plan.</p>	<p>A soil malmanagement plan can be prepared at the detailed design phase as a condition to Draft Plan approval.</p>
d	<p>Please review the CVC Stormwater Management Guidelines (<a href="https://cvc.ca/wp-content/uploads/2021/06/REVISED-SWM-Criteria-Appendix-D-_Planting-Guidelines_-FINAL-DRAFT-July-2014.pdf">https://cvc.ca/wp-content/uploads/2021/06/REVISED-SWM-Criteria-Appendix-D-_Planting-Guidelines_-FINAL-DRAFT-July-2014.pdf</a>) to develop planting plants for the SWM ponds.</p>	<p>The CVC guidelines have been reviewed and utilized to prepare the proposed plant lists for the storm water management block and open space blocks.</p>
32	<p>The Arborist Report and TPP appears to show removals from the NHS buffer off property. Please clarify these removals and demonstrate how they have been avoided. If removals are permitted their function should be returned to the buffer through enhancement plantings. Replacement ratios should follow that described in the CVC Ecosystem Offsetting Guideline (<a href="https://cvc.ca/wp-content/uploads/2021/06/rpt_CVCEcoOffset_FINAL_20200313.pdf">https://cvc.ca/wp-content/uploads/2021/06/rpt_CVCEcoOffset_FINAL_20200313.pdf</a>)</p>	<p>Tree removals in the buffer areas as a result of grading will be compensated for through the enhancement of the buffers and open space area North of Block 28. Due to the grade change across the site, these few off site removals are unavoidable. The enhanced planting will compensate above and beyond what is there currently.</p>
<p style="text-align: center;"><b>Detailed Design Comments</b></p>		
1	<p>With the detailed design submission, an operations and maintenance manual for the dry pond, infiltration facility and OGS should be submitted for review.</p>	<p>Acknowledged.</p>
2	<p>Please note that the staged erosion and sediment control (ESC) plans, temporary flow diversion plan and construction staging plans will be required during the detailed design stage of the proposed development. Please provide signed ESC drawings for review.</p>	<p>To be addressed at detailed design stage.</p>
3	<p>Dewatering measures are not discussed in the SWM Report or shown in the ESC plan. As per the geotechnical report, dewatering will be required for any excavations below groundwater. Please confirm and provide the required dewatering plan.</p>	<p>A dewatering plan has been included in the Terra-Dynamics report for any perched precipitation. However construction if not predicted to require groundwater control pumping methods for dewatering, not an MECP EASR or PTTW.</p>
4	<p>Dry Pond Design – detailed design considerations:</p>	
a	<p>Clay liner is required as per the geotechnical report (D.S. Consultant, May 2021)</p>	<p>Liner has been added</p>
b	<p>Details of the DICB and the control manholes (invert elevations, orifice sizes) should be provided with the detailed design.</p>	<p>Acknowledged. To be included at detailed design stage.</p>
c	<p>Please confirm whether partial blockage of the outlet was considered within the design assuming 50 % blockage.</p>	<p>Please see response to Item 28a</p>
d	<p>Confirm that the emergency spillway can safely convey the greater of uncontrolled Regional and 100-year flow to the downstream channel supported by calculations.</p>	<p>Please see response to Item 28b</p>
e	<p>In accordance with CVC's stormwater management criteria, the outlet invert should be located above the 25-year water level in the channel. Otherwise; a tailwater influence must be accounted for in the sizing of the SWM facility.</p>	<p>Please see response to Item 28c</p>
5	<p>All mitigations in the EIS should be factored into detailed design. The EIS included a description of impacts and outlined general mitigation measures to be implemented. These recommendations should be echoed in the detailed design of the proposal (e.g. gateless fencing, timing windows, plantings, pamphlets).</p>	<p>Noted. This is consistent with recommendations in the EIS.</p>
a	<p>Ideally the landowner stewardship pamphlet would include recommendations for all pets to be leashed when outside.</p>	<p>Noted.</p>
6	<p>As per the EIS several locally significant species occur within the subject property. Ideally plans for species salvages and transplant into the NHS buffer should be investigated during detailed design</p>	<p>Noted. Feasibility of transplanting / salvage will be evaluated during detailed design.</p>
<p style="text-align: center;"><b>CVC Review Fee</b></p>		
	<p>The CVC subdivision review fee are typically staged as follows:</p> <ul style="list-style-type: none"> <li>• 25% at submittal of the draft plan</li> <li>• 50 % at the submittal of supporting studies</li> <li>• 25% at the draft plan approval</li> </ul> <p>Please note that the remaining 25% of the subdivision review fee will be due at draft plan approval. Additionally, CVC collects a separate fee to clear draft plan conditions.</p>	<p>Noted.</p>
<p><b>Canad Post</b>  <b>Neil Mazey</b>  Delivery Services Officer / Delivery Planning  Received: June 6, 2022  E: <a href="mailto:Neil.Mazey@canadapost.ca">Neil.Mazey@canadapost.ca</a>  P: 519-281-2253</p>		

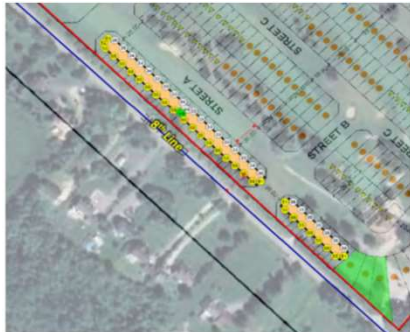
Canada Post

	Canada Post has reviewed the proposal for the above noted Development and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mail Boxes. Please note the Canada Post multi-unit policy may also apply depending on building type.	
	Multi-unit buildings and complexes (residential and commercial) with a common lobby, common indoor or sheltered space, require a centralized lock box assembly which is to be provided by, installed by, and maintained by the developer/owner at the owner's expense. Buildings with 100 units or more MUST have a rear loading Lock Box Assembly with dedicated secure mail room.	
	Our centralized delivery policy will apply for any buildings of 3 or more self-contained units with a common indoor area. For these units the owner/developer will be required to install a mail panel and provide access to Canada Post	
	In order to provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions:	
	The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.	Noted.
	The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.	Noted.
	The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.	Noted.
	The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.	Noted.
	The owner/developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.	Noted.
	The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Town of Erin.	Noted.
	The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.	Noted.
	The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.	Noted.
	<b>Canada Post further requests the owner/developer be notified of the following:</b>	
1	The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations	Noted.
2	Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy	Noted.
3	There will be no more than one mail delivery point to each unique address assigned by the Municipality	Noted.
4	Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project	Noted.
5	The complete guide to Canada Post's Delivery Standards can be found at: <a href="https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf">https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf</a>	Noted.

VAQMS

	<b>VOOREN AIR QUALITY MANAGEMENT SERVICES INC</b> <b>Tony Van de Vooren PH.D., P.ENG</b> President Received: June 6, 2022 E: <a href="mailto:Tony.vandervooren@vaqms.com">Tony.vandervooren@vaqms.com</a> P: 289-242-5086	
	We have completed our peer review of the air quality aspects of the "Compatibility & Mitigation Study; Air Quality, Dust, Odour, Noise and Vibration; 5528 8th Line, Erin, ON" by SLR Consulting (Canada) Ltd., date May 18, 2022 ("SLR Study"). The SLR Study concludes with the following: "Based on our assessment the Project will not affect the industrial facilities' compliance with applicable Provincial environmental policies, regulations, approvals, authorizations, and guidelines. The potential for impacts on and the proposed development, including air quality, dust, odour, noise and vibration, have been assessed. Based on the results of our studies, adverse impacts are not anticipated. No warning clauses or receptor-based mitigation is recommended for this Project." Based on the SLR assessment and our peer review of the SLR Study, we agree with their conclusions. Our conclusions are based on the following:	
1	The SLR Study correctly identifies and references the following policies, guidance and legislation:	
	The Ontario Planning Act, Section 2.1. The Act sets the ground rules for land use planning in Ontario, whereby planning decisions have regard to matters of provincial interest including orderly development, public health, and safety;	
	The Provincial Policy Statement ("PPS"). The PPS sets out goals to ensure adjacent land uses are compatible from a health and safety perspective and are appropriately buffered);	
	The Provincial Growth Plan (PGP), Section 2.2.5 – The PGP builds on the PPS to establish a unique land use planning framework for the Greater Golden Horseshoe, where the development of sensitive land uses will avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing, or other uses that are particularly vulnerable to encroachment,	
	The Ministry of the Environment, Conservation & Parks ("MECP") D1 to D6 Land Use series of guidelines providing guidance on land use compatibility; and,	



	MECP policies, standards, and guidelines.	
2	Based on satellite imagery and data obtained from the MECP Access Environment database, SLR has correctly identified key industries and emissions sources within the required distances established in the MECP D1-D6 Land Use guidelines. We were not able to identify any other significant industries or sources that would impact air quality. Section 4 and Appendix C of the SLR Study identify the key surrounding industries.	
3	We have reviewed the MECP's Access Environment database for industries with Environmental Compliance Approvals (ECA) or permissions under the Environmental And Activity Sector Registry (EASR). The SLR Study correctly identifies all relevant air emissions permissions within the study area (3 km). We do note, the SLR study identifies Pintar Manufacturing at 300 Main Street Erin. There is no ECA or EASR under the Pintar name, but there is a recent EASR (R-010-3111636658) (2019) for T.S. Simms & Co at that address. The manufacturing description for both Pintar and Simms is similar; predominantly manufacturing paint applicators. We have not been able to identify the link between the two companies. The emissions noted in the Simms EASR are well below standards at the property line of the facility. The emission impacts at the 5525 8th Line property will be significantly less and not cause any impacts at the proposed residential development.	
4	A review of facilities reporting to the Environment Canada National Pollution Release Inventory found the nearest facility was approximately 10 km away. This facility is too far to have any impact on the 5525 8th Line property.	
5	The Cumulative Assessment Section 5.1.1.4 of the SLR Study states that: "Based on the types of pollutants released by the industries in this area, cumulative effects assessments are not warranted." We are in agreement with this statement. No cumulative air quality impact assessment is necessary for this area.	
<b>VALCOUSTICS CANADA LTD.</b>		
<b>Kathryn Katsiroumpas, P.Eng.</b>		
Received: August 18, 2022		
<b>NOISE ASSESSMENT</b>		
Stationary Noise Sources		
	We are in agreement with the findings of the report that the closest industrial lands, located 600 m north of the project, are not expected to adversely impact the site due to large separation distance and the obligation of the industries to comply with the required NPC-300 guidelines at existing residential uses located directly south of them. As such, the project is not expected to impact the industrial facilities' compliance with applicable provincial noise guidelines, policies and regulations.	
Transportation Noise Sources		
	Our review confirms that the proposed development is considered feasible from a transportation noise impact perspective and can be compliant with the requirements of MECP Publication NPC-300. However, we have the following comments necessitating revision to the analysis that may change the mitigation recommendations within the report:	
1	Section 6.2.3 of the report discusses the road traffic data that was used to complete the assessment and how it was manipulated. Traffic data calculations are indicated as being part of Appendix D. However, Appendix D only contains the raw traffic data and a STAMSON output summary. Details/calculations on how the raw peak hour traffic data was converted to 24 hour data is needed.	The report includes additional text clarifying the traffic calculations.
2	NPC-300 indicates that a minimum 10 year prediction is generally considered appropriate for road traffic data used in noise assessments. Confirmation should be provided by the traffic consultant that their 2031 traffic data projections are applicable to 2032 onwards. Otherwise, a reasonable growth rate for the area should be applied to the 2031 traffic data to obtain a 10 year prediction.	2031 traffic data projections are not applicable to 2032 and onwards. A 1% growth rate should be applied for all future traffic projections for 2031 and onwards.
3	A speed limit of 40 km/hr has been used in the calculations. Note that the current posted speed limit on this section of 8th Line is 50 km/hr which should be used in the noise assessment.	The analysis / report has been updated to model the posted speed limit for the road.
4	Grading information has not been provided within the report, however, when reviewing a street view on Google Earth, it appears that 8th Line is not flat in the vicinity of the project. Provide rationale that the appropriate road gradient was used for the calculations, otherwise revise the analysis to account for existing topography.	The analysis / report has been updated to incorporate the grading plan of the Project and surrounding area.
	Section 6.2.5 of the report indicates that all receptors backing onto 8th Line will have OLAs facing the interior of the project and screened by the building structure(s). This is often the case for townhouse blocks and is an effective mitigation method. However, this configuration is highly unusual for detached, single family dwellings backing onto 8th Line. As such, OLAs for the lots highlighted in green in Figure 1 should be addressed in the assessment.	
	FIGURE 1: DETACHED SINGLE FAMILY DWELLINGS BACKING ONTO 8TH LINE	
		
5		The analysis / report has been updated to account for the location of applicable outdoor living areas.
<b>VIBRATION ASSESSMENT</b>		
1	We are in agreement with the findings of the report that no adverse vibration impacts are expected on the site.	

VALCOUSTICS CANADA LTD.

DILLON CONSULTING LIMITED

**Dillon Consulting Limited**  
**Shahram Almasi, P.Eng.**  
**Traffic Engineer**  
**Received: November 24, 2022**

**Peer Review Summary**

The following represents Dillon's summary of the findings of this peer review exercise, noting these comments would generally apply to both studies developed by RVA:

1 The Study Area intersections chosen for the analysis was appropriate given the context of the study and land use;  
 The study also applied an annual growth rate of 1% to all turning movements to forecast future 2024 and 2029 background growth volumes. The growth rate was determined in consultation with 2 Town and County staff;

3 The study used the ITE Trip Generation Manual (11th Edition) to determine the trips generated by the development to be included as part of the future background analysis. There were 330 trips generated during the AM peak period and 434 trips generated during the PM Peak period. This has been confirmed to be calculated correctly;

4 Based on Table 3-2 and Table 4-2 of the report, 38% of trips were destined southbound on a roadway called Highway 52, noting that no provincial highways are in the Study Area. In addition, this corridor is not listed as an existing roadway in Section 2.1. The roadway names in the two tables should be updated and the distributions confirmed, noting that 8th Line is an unpaved roadway;

5 Based on the existing volumes on the roadway it is unlikely that a large percentage of motorists would travel along the unpaved 8th Line. A portion of these trips should be routed to Main Street (WR 124) through Erin;

6 The future total traffic conditions were calculated by summing the future background volumes and the future site generated traffic volumes. This is verified to be calculated correctly;  
 The results of the capacity analysis discussion indicate that all Study Area intersections operate acceptably with no capacity, delay, or queuing concerns. The study does not identify any deficiencies resulting from the development. The capacity analysis may need to be revised should some trips heading south on the unpaved roadway (8th Line) be re-assigned to Main Street (WR 7 124) southbound;

8 The left-turn lane warrants were undertaken using the MTO left-turn lane warrant criteria for unsignalized intersections. This is an acceptable methodology;

9 The report states that although left-turn lanes are warranted in 2029, the Synchro analysis indicates that the subject intersections will operate well without the left-turn lanes; implemented. This is reasonable since the left-turn lanes are on the cusp of being warranted or not warranted. The municipality should monitor traffic volumes and implement left-turn lanes when warranted;

10 The consultant should comment on the Sideroad 17 intersection off-set between the Site Access and 8th Line. The municipality should consider the future impact of the off-set alignment. It is recommended that the site access be aligned with 8th Line or be off-set no less than 100 metres away;

11 The signal warrants were undertaken using the Ontario Traffic Manual (Book 12) methodology, which is acceptable. However, Justification 7 was not completed as part of the warrant analysis. It is recommended to use Justification 7 (projected volumes) for the warrant; and,  
 The high-level review of the Empire Subdivision TIS confirmed that the future total volumes are consistent with the Mattamy and Empire Subdivisions TIS. Both studies included each other as a 12 background development.

Noted.

Noted.

Noted.

Trip distribution and assignment has been updated in revised report.

See response to comment 4 above.

Noted.

Capacity analysis has been updated in revised report.

Noted.

Can the Town please clarify this comment? There are no site accesses for the proposed Empire development on Sideroad 17.

Signal warrant has been updated in the revised report.

Noted.

**The Planning Partnership**  
**Wai Ying Di Giorgio**  
**Received: September 01, 2022**

**Part 1 - Comments re: Draft Plan of Subdivision (Neighbourhood Structure and Public Realm)**

The following comments relate to the development of New Neighbourhoods, as described in section 5.0 of the Town's Urban Design Guidelines. Specifically, with respect to adjacency to natural heritage areas (greenlands) and parks, the Guidelines state that:  
 'New neighbourhoods .... should continue to be defined by the natural features that surround them and be connected to.....green space and trails...'  
 New developments be designed to "protect and incorporate the surrounding natural system as an integral part of the neighbourhood's structure"  
 Rear-lotting of natural features be strongly discouraged.

'Locate parks and open spaces prominently, adjacent to and connected with the greenlands/ natural heritage and trail network, including the Elora Cataract Trailway.'

'Minimize development that may encroach on the greenlands/natural heritage and negatively impact the health and diversity of it due to noise, light pollution, debris, and unauthorized access.'  
 'Provide frequent access points and public street frontage to promote views and accessibility to greenlands/natural heritage areas.'

Comments:

1 The location of Open Space Block 31 behind the residential makes it secluded with limited access and visibility from the street; we recommend that public street frontage be provided for this block.

2 The location of Park Block 30 is isolated / disconnected from the residential blocks, and contrary to the envisioned role of parks as central focal points in new neighbourhoods.

In relation to the community structure and the street/block pattern, the Guidelines state:

Create a connected, pedestrian-oriented and highly permeable street and block pattern, with connections to adjacent communities and to community amenities/destinations.'  
 Create views and vistas to natural features, parks and open spaces through the location, arrangement and configuration of streets and blocks.'

Comments:

The removal of homes abutting Open Space Block 31 will reduce total SDEs to below the minimum of 250. It should be noted that Open Space Block 31 is not usable to the public due to significant grading constraints.

Following discussions, staff have accepted the proposed park location

<p>3 Blocks between Street C and Street E are well in excess of the recommended 180m maximum block length; we recommend that these blocks be reduced in length.</p>	<p>The blocks have been reduced in length in the new draft plan</p>
<p>4 From the proposed roads / lots, there is limited visual access into the adjacent open space and greenlands (i.e. Block 31); we recommend opening up the view into this area to allow view from along Street A.</p>	<p>The removal of homes abutting Open Space Block 31 will reduce total SDEs to below the minimum of 250. It should be noted that Open Space Block 31 is not usable to the public due to significant grading constraints.</p>
<p>The proposed Open Space Block 33, which we assume is intended to serve primarily as a pedestrian connection to the adjacent existing development to the south, should have a "walkway" component of a minimum 8m in width. In addition, we strongly recommend that this connection take advantage of the opportunity afforded by the existence of Marilyn Lane (which measure approximately 20m in width) to create a significant open space connection (i.e., Additional amenities such as seating, landscaping, fitness stations, etc.) between the existing and proposed neighbourhoods.</p>	<p>The width of Block 33 has been revised to 9m.</p>
<p>5 The creation of a more human-scaled, animated and welcoming community edge along Eighth Line is an important objective of the Town. The proposed Draft Plan of Subdivision properly addresses this objective by placing thru-lot units along Eighth Line, with main entrances and articulated elevations framing the street.</p>	
<p>Comments:</p>	
<p>6 We would like to understand how the lotting along this edge would work, particularly since there is a combination of both townhouse and single-detached units suggested here. Additionally, we would want to ensure that the two different housing forms are compatible / coordinated in style and massing to present a cohesive and consistent streetscape.</p>	<p>The draft plan has been revised to remove the mix of singles and townhouses and replace them with coach houses. The coach houses will provide animation along Eighth Line, while also providing access onto Street A.</p>
<p>7 Along these same lines, is unclear how the single detached units on Block 4 would work; it is assumed and expected that they will also have a double frontage condition and not a reverse lot condition, which is strongly discouraged and contrary to urban design best practices.</p>	<p>Singles on Block 4 will have frontage on Street A and backing onto Eighth Line. Due to the pie-shape, these lots are not functional as coach houses. However, decorative fencing (rather than privacy fencing) is an option that can be explored during detailed design in order for the lots to relate to Eighth Line and not be closed off.</p>
<p>Other comments for the applicant to consider, as illustrated in the attached diagram</p>	
<p>8 Unless there is a traffic engineering reason not to do so, shift Street B toward the north (in its current location it is not aligned with the existing driveway) which would allow the opportunity to create more balanced length of blocks internally.</p>	<p>Draft plan revised herewith.</p>
<p>9 Provide a more permeable street grid by extending Street B to the proposed / existing open space at the east end of the site; this is also intended to provide more public access (visual / physical) to the open space.</p>	<p>Block lengths revised in the updated plan.</p>
<p>10 A 20m right-of-way for local streets is strongly encouraged to allow for greater opportunities for planting large canopy trees, on-street parking and an enhanced pedestrian system through sidewalks.</p>	<p>Street A and B to have widths of 20m. However, the remaining internal roads are proposed to have 18m widths, as a minimum of 250 SDEs will have to be achieved.</p>
<p>11 Ensure the maximum block length doesn't exceed 180m.</p>	<p>Block lengths revised in the updated plan.</p>
<p>12 Streets A and B, should be designed as 'Green Streets', with enhanced landscape boulevards; there should be sufficient space within the right-of-way (see comment #10) and/or setback to provide additional landscaping, including a potential second row of trees.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>13 Re-configure Street A to provide more opportunity for views into open spaces, natural areas and stormwater management ponds.</p>	<p>Draft plan revised herewith.</p>
<p>14 The location of the park at the edge of the neighbourhood, and along a busy road is unfortunate. Ideally these types of parks would be located internal to the neighbourhood, surrounded by front doors/ porches and slower traffic.</p>	<p>Following discussions, staff have accepted the proposed park location</p>
<p>15 Townhouse forms, due to their relatively greater massing, should be located to reinforce neighbourhood edges (i.e., along Eighth Line) and gateways (i.e., at the entrances / access points of Street A and Street B).</p>	<p>Draft plan revised herewith.</p>
<p>Provide additional guidelines to ensure:</p>	
<p>16 Enhanced treatment at pedestrian crossings along the primary roads (A and B) at gateways and open spaces.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>17 Vista blocks include pedestrian pathways, plantings and site furnishings (benches, waste receptacles, bike lock-ups, etc.)</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>18 Ecological approach to landscaping (naturalized areas) for areas adjacent to the greenlands.</p>	<p>See attached landscape plans and EIS.</p>
<p>19 Given the context of the development, which is mainly surrounded by open space, it is key that guidelines related to the interface between these and that the proposed built form be discussed in the Architectural Design component of the document. They should include guidelines on rear and side elevation upgrades, as well as fencing treatments.</p>	<p>This change will be made in the Guideline as part of a further submission. However, ABAL has provided a fencing plan, whereby the rear yards adjacent to the open spaces are proposed to be black vinyl coated chain link fencing.</p>
<p><b>Part 2 - Comments re: Urban Design Brief – Architectural Design Guidelines</b></p>	
<p>The architectural design guidelines included in the document generally reflect the objectives and nature of those of the Town's Urban Design Guidelines; however, the level of detail is inconsistent between sections (some are very specific while others are too general); we recommend that the applicant to provide more details regarding the proposed dwelling forms/designs and consider the following comments:</p>	
<p>20 Ensure section numbers and titles included in the table of contents (TOC) are coordinated throughout the document (i.e., 'Garages and Driveways' is missing the number on page 8; section 2.7 in the TOC is titled '2.7.1 Rear Lane Townhomes' but '2.6.1 Rear Street Access Townhomes' on page 12)</p>	<p>This will be coordinated.</p>
<p>21 It is strongly recommended that a section related to the 'Elevation Design and Articulation' of buildings be included in section 2. It should include guidelines on massing/height, wall articulation, the organization of the elevation elements (vertical and horizontal grids), architectural styles and details, etc.</p>	<p>Elevation and design articulation section will be added.</p>

# The Plan

## 1.1 Purpose and Intent of the Guidelines

While this section notes that the guidelines cover "single detached, semi-detached and town home units", the cover letter and Draft Plan of Subdivision does not include semi-detached units. Please clarify and revise accordingly.

Consider adding a section on Elevation Design and Articulation; it should include all guidelines related to the design or the elevation including the articulation of walls, fenestration, organization of elements on the elevation (vertically and horizontally, etc.). Consider adding the following guidelines:

- 22 All elevations exposed to public view shall include ample fenestration and articulated designs (i.e., changes in plane, windows/balconies, architectural details and complementary high-quality materials)
- 23 Materials and architectural details shall be consistent and complement the dwelling's style/design.
- 24 Roof articulation should relate to that of the wall below.

Add guidelines for priority lots, including:

- 25 For corner units or those facing open spaces, ensure elevation design and window/material treatments on front/flankage elevations are carried around to rear elevations.
- 26 Elbow lots should be sited as a group to create a transitional view-line and to avoid driveway overlapping.

## 2.3 Front Entrances

- 27 The following statement included in the guidelines, seem rather restrictive regarding the location of entrances porticos/porches: "Entrance porticos and porches should be aligned with the dominant unit feature (gable, window peak, etc.) while framing and featuring the unity entry." Also, the pictures included in this section do not reflect the statement. Consider removing or revising this so that entry features are to be the main element on the elevation and combined with other architectural elements (such as windows, gables, etc. either at the ground or second level).

Garages and Driveways (section not numbered – consider moving it to the suggested Siting section)

- 28 Revise content to strongly discourage projecting garages and only allow them in combination with a projecting porch that extends beyond the garage wall. Ideally, no garage should project beyond the unit's main wall.
- 29 Additionally, double garage doors should also be strongly discouraged. Promote the use of two single garage doors separated by a masonry column.

## 2.4 Roof Designs

- 30 Provide diagram to illustrate "Visible side slopes of front roofs such as front gables, should have roof pitches of a min. 8:12. Less visible front to back roof pitches can be reduced to 6:12. In certain circumstances a front to back roof may be lower than a 6:12 pitch to meet design objectives." Our opinion is that the minimum should be 9:12 or 10:12; the concern is that shallower roof pitches can be overwhelmed by the massing / bulk of the building and we want to ensure that the proportions are balanced.

## 2.5 Exterior Materials

- 31 Combine sections 2.5 and 2.7 in a section titled 'Exterior Materials and Colours'.
- 32 Add the following guidelines:  
Transition in materials shall be provided at changes in plane.  
  
On interior lots, materials used for the front or upgraded rear elevations shall wrap around the building side elevation a minimum of 1200mm (4'- 0"), to a change of wall plane or a rain water leader.

We'd like to understand how materials and colours (and styles) will be used and combined to enhance character (eg. All homes around the park will have aluminum wood siding as the predominant material and front porches that face the open space, homes at gateways will have clay brick as their predominant exterior material .....).

## 2.6 Townhouse Design

- 33 Delete 'where permissible' from 3rd paragraph. Wall and roof articulation, and enhanced fenestration are required for all elevations facing (front, flank or rear) parks and open spaces. This applies to all types of units, revise accordingly.  
Add guidelines stating that: 'Individual units should be emphasized through the articulation of walls and roof lines (e.g., variations in roof slopes at end units, dormers, differing roof pitches, etc.), as well as enhanced entrances' and to 'Ensure roof articulation relates to the articulation of the wall below'.
- 34

## 2.6.1 Rear Street Access Townhomes (consider referring to this type of units as 'thru-lot units')

- 35 The second paragraph of this section seems to be related to the design of detached garages (are detached garages considered for townhouses?). Please revise to ensure it clearly addresses the design and materials of rear integrated garages of double-face units (thru-lot units).

## 2.7 Exterior Colours

- 36 Add recommendation for roof colours to be generally darker in tone than the main cladding materials of the unit/block. This section recommended to be combined with 2.5.

## 3.0 Architectural Guidelines for Mid-Rise and Mixed-use Buildings.

- 37 It is not clear why these are included in the report as this form of development is not indicated on the Draft Plan of Subdivision. Clarification required.

## 4.0 Siting Requirements

### 4.1 Model and Elevation Repetition

- 38 Generally, same model elevations for either single units or townhouse blocks should be allowed at community entrances/gateways as a way to emphasize/enhance the sense of entrance at these locations. This also applies to same colour packages.

Section will be revised to include single detached, rear lane coach, back-to-back and townhome product

This will be added to the document

This will be added to the document

This will be added to the document

A section for Priority Lot Plans will be added to the Guidelines  
Agree that units facing open spaces would receive an upgrade similar to front elevation treatment. Would disagree that the same amount of detailing needs to be applied to the rear of corner units. Window detailing and a variety of rear roof upgrades to compliment the treatment is what we would propose.

The lot lines are not based on view lines, There are many things to consider such as hydrants, light fixtures, street furniture which affect this. Due to lot fabric (lot line locations) and product allocation this is not feasible or practice.

This section will be removed.

Will number and move to the Siting section.

Will remove the projecting garages. Empire does have a projecting garage but the design only occurs on corner lot and the projection does not relate to the front wall since it is a corner lot. Will limit the projecting garages to a corner lot only.

As lots get smaller to become more affordable, 2 separate garage doors are not feasible. 1.) due to space constraints and 2.) this adds costs which affect affordability

We have existing product that utilizes a 5.75/12 front to back roof pitch. All designs have varying front roof pitches on front gables with a min. 7.75/12 and vary up to 11.75/12. The varying roof pitches allow for articulation. Based on past construction build-outs, the massing does not overwhelm the roof pitch. Depending on the architectural style, a lower roof pitch can enhance the style such as the case with a slightly modern design.

These sections will be combined

This will be added

On interior lots, materials used for the front or upgraded rear elevations shall wrap around the building side elevation a minimum of 1200mm (4'- 0")

"where permissible" will be removed. The comment will be applied to all product

This will be added

A section for Rear Lane detached product with Coach house will be provided

Section 2.5 and 2.7 to be combined. Agree with the statement that roof colours to be generally darker in tone than the main cladding materials of the unit/block. This will be added

This section will be removed

No issues with making Gateway Entrances less restrictive on allowing the same model/elevation

For townhouses, the siting and allocation of alternate elevations (style) and colour packages should be allowed. Additionally, where only 2 blocks are located along a single streetscape, the same elevation and colour package is recommended. This might also be applied in situations where 3 blocks frame a single streetscape.



- COMMENTS:
8. Shift Street B toward the north.
  9. Extend Street B and provide more public access to the proposed / existing open space.
  10. Ensure the maximum block length doesn't exceed 180m.
  11. Design Streets A and B, as Green Streets.
  12. Re-configure Street A to provide more public frontage along park / open space.
  13. Locate park internal to the neighbourhood.
  14. Consolidate proposed and open space.
  15. Locate townhouse forms to reference edges and gateways.

Prefer to provide alternate elevations and avoid repetition. Disagree with the statement. Fundamentally goes against everything that architectural control is supposed to provide. When an entire site ensures the repetition does not occur next to adjacent lots and then it does occur, it looks like an error.

**TOWN OF ERIN**  
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**Received: June 1, 2022**

Majority of the subject property is designated as Residential and a small portion is designated Core Greenlands in Erin's Official Plan. The property is within the Erin Urban Area.  
 The subject property is zoned Future Development (FD) in Erin's Zoning By-law 07-67, as amended.  
 The applicant proposes to zone the property to appropriate zone categories, to permit the proposed subdivision.

**Comments:**

**Density and Affordable Housing**

1. The proposed Single Detached Equivalent (SDEs) is 263. The site has been allocated 250 SDEs. Please revise the proposed draft plan accordingly.
2. The proposal achieves the minimum density required by Wellington County's Official Plan (20.78 units per hectare). Provincial and County policy seeks to establish a full range of housing, including affordable housing. To help achieve this intent, staff are seeking for the applicant to include secondary dwelling units within a portion of the proposed housing stock. The County has set a target of 25% of new housing will be affordable. Secondary dwelling units will also improve the efficient use of the proposed infrastructure.

**Zoning**

4. 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:  
 Rezone the residential lands to Urban Residential One (UR1) or Urban Residential Two (UR2), with a site-specific amendment  
 Remove garden suites and day nursery as a permitted use.  
  
 Zone the SWM facilities, park and open space, OS1 Zone.  
 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.  
 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.  
 Please revise the draft by-law to include a holding symbol for the entire site (see Kensington's Site Specific Provisions for details).
5. Please note that the Town Initiated Zoning By-law Amendment Z21-05 to implement 6 metre daylight triangles has yet to be approved by Council.

**Commercial/Mixed-Use Zoning**

6. The Town would like the applicants to evaluate the introduction of a mixed-use block, to introduce small scale commercial uses to the local area (see small scale uses permitted within the Mixed Use (MU) Zone and Commercial Zones in the Town's Zoning By-law 07-67, as amended). This will add to the notion of a complete community, in which local services are provided within a community itself and are within walking distance.

**Open Space, Trails, Parkland**

7. As per the Town's Parkland Dedication By-law# 22-41, parkland is calculated at 5% of the lands that area subject to the Development Approval. Can you please provide a breakdown of the parkland dedication calculation?
8. Staff have concerns related to the proposed park location. It would be a benefit to the proposed community to have the public park bordered by public roads and for the park itself to be more centrally located. A central park would also improve access, safety and usability.

Draft plan revised to 251 SDEs

Noted

The plan has been revised to include 25 coach houses which contain secondary suites in order to meet the Town's affordability objective

Revised. See attached dtaft ZBL.

Revised. See attached dtaft ZBL.

SWM/open space/park lands are zoned as OS1.

The maximum height has been revised to reflect the 11 metre maximum. An exterior side yard of 3 metres is required in order to meet the allocated SDEs in the current site layout

The maximum height has been revised to 12.5 metres. Additional height required for back-to-back townhouses due to product type and grading.

Zoning map revised.

Noted

A mixed-use block is not feasible on the site due to grading constraints, servicing capacity and allocated SDE counts.

Parkland Calculation size was based on 5% (0.690 ha) of the total site area (13.859 ha)

Following discussions, staff have accepted the proposed park location

<p>9 Design Stormwater Management (SWM) as amenities with ecological function. Provide walking trails, seating nodes and low-maintenance naturalized plantings within the SWM Blocks.</p>	<p>Walkways to be provided. See attached landscape plans.</p>
<p>10 Please confirm most residents are within a 5 to 10 minute walking distance to a park (400 to 800 metre radius) and 3 to 5 minutes for any parkette (200 metres radius).</p>	<p>All residents are within less than a 5-minute walk to the proposed park</p>
<p>11 Staff request that entrance features be provided along Eighth Line, to signal the arrival into this new community.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>Road Network</p>	
<p>12 Confirmation required for the right-of-way width of Eighth Line.</p>	<p>Based on the Town of Erin Design Standards the ROW width for Eighth Line should be 26 metres as it is a collector roadway.</p>
<p>13 Staff would like to see a sidewalk proposed along the length of Eighth Line.</p>	<p>See attached landscape plans.</p>
<p>14 To include all the necessary elements of a right-of-way, staff request that all proposed 18.0 metres local roads be increased to 20.0 metres, and all proposed 20.0 metres local roads be increased to 23.0 metres.</p>	<p>Street A and B to have widths of 20m. However, the remaining internal roads are proposed to have 18m widths, as a minimum of 250 SDEs will have to be achieved.</p>
<p>15 It's not explicitly clear from the Traffic Impact Study that the future background study included all the planned subdivisions in the Erin 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.</p>	<p>The revised TIS includes all know background developments (Solmar, Mattamy etc.) at the time of completion. Corresponding studies or information regarding these developments was provided by the Town.</p>
<p>16 This application must also plan for safe pedestrian movement across Eighth Line including anticipated pedestrian desires to access trails, parkland, natural heritage lands, and a potential school which is being requested on the Coscorp/Mattamy lands. Staff would like the applicants Traffic Impact Study (TIS) to include the evaluation of a traffic signal at Eighth Line, as the TIS does not appear to consider the accommodation of the requested school site on the Mattamy/Coscorp lands on the west side of Eighth Line. There will be a desire for the community on the east side of Eighth Line to access the school lands and safely cross Eighth Line.</p>	<p>It is our understanding that the location and type of pedestrian crossing across Eighth Line is currently being coordinated between the Empire Communities and Mattamy Homes Development.</p>
<p>17</p>	<p>As confirmed with Town staff review of this intersection due to the proposed school is no longer required as part of the revised TIS provided.</p>
<p>Site Layout and Design</p>	
<p>18 The preliminary elevation drawings have not illustrated a sufficient variety of designs, models and elevations along a street. They also do not represent a built form true to a defined architectural style, and appear to present an eclectic mix of unrelated design elements. Ensure façade details throughout all building's elevations are consistent with their intended architectural expression.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>19 Corner lots are to provide two highly articulated elevations that include changes of plane, substantial window openings and upgraded architectural detailing and materials, such as wrap around corner windows, porches and other architectural treatments at corner conditions.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>20 All material expression is to be high quality, durable and easily maintained.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>21 Make every effort to preserve trees along Eighth Line as well as along the south property perimeter shared with the existing community to the immediate south.</p>	<p>Majority of trees abutting the existing subdivision have been retained where there are no grading challenges.</p>
<p>22</p>	<p>The product and draft plan design have changed since the last submission. As such, we feel the proposal is compatible with existing uses in terms of massing and scale. The new product provides a mix of singles, townhomes, and coach houses to address affordability and modern living. Modest relief is requested from the zoning by-law and the new development offers connection opportunities for existing residents to utilize walkways and parks in the new subdivision.</p>
<p>23 Clarify how compatibility with the Town of Erin and the community to the south is being achieved through the built form proposals for this site. This includes massing of buildings, and their proposed architectural features.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>24 Staff may consider garage doors exceeding 50% of the overall width of the house, if the applicant is able to illustrate that the garage doors are situated behind the front door and the residence's primary front elevation, and are not prominent features.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>25 As per the Towns Urban Design Guidelines, staff continue to see a main or secondary door on exterior side elevations with access to sidewalks.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>26 Staff would like to examine the opportunity to have Street B cut centrally through the site to connect with Street E. As proposed the subdivision blocks are too long in length to encourage pedestrian walkability within the subdivision.</p>	<p>Please see revised draft plan herewith.</p>
<p>27 There are several factors that warrant the consideration of significant right-of-way improvements along both Eighth Line and Dundas Street West.</p>	<p>Specifications to be provided via consultation with Staff.</p>
<p>28 Staff would like to see driveways adjacent to one another be combined to enable greater spacing between driveways (6.0 metres) and fewer curb cuts. This will provide potential opportunities for on-street parking, improve opportunities for landscaping and promote tree growth through improved soil conditions and volumes.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>29 Staff request that the Urban Design Brief also discuss the street network and pedestrian circulation, streetscape and open space designs, as well as sustainability. 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 pole is 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.</p>	<p>Urban Design Brief to be updated and submitted at a later date following consultation with staff.</p>
<p>30 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.</p>	<p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p>
<p>31 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.</p>	<p>Noted. Applicant would like to discuss with Architect and Staff at a suitable date and time.</p>
<p>Fencing</p>	
<p>32</p>	<p>Privacy fences have been proposed at all corner lots and block ends where appropriate based on building layout to enclose backyards fronting onto roads. Privacy fences will be constructed along the south boundary at locations where the properties to the south do not already have a fence.</p>
<p>33 Staff would like to see wood privacy fence provided at the ends of blocks, as well as along the boundary of the community to the south.</p>	<p>Decorative metal fence are proposed along Eighth Line to enhance the lot frontages and provide a sense of safety. Openings or gates in the fences will be provided for individual walkways to connect to the sidewalk at the detailed design stage.</p>
<p>Other</p>	<p>Privacy fencing for lots along Eighth Line has been removed and replaced with a decorative metal fence. Buffer planting will be provided where the retaining wall begins.</p>

<p>Provide a Salt Management Plan. Given the potential for salt impacts to the local Town well, a plan for public/private use should be proposed to limit salt impacts to the local aquifer.</p> <p>Environmental Impact Study Peer Review Comments (GWS Ecological &amp; Forestry Services Inc.)</p>	<p>On-site road salt management is recommended to emulate the Town of Erin plan of 5% salt/95% sand.</p>
<p>1 The description and mapping of ELC vegetation communities appears to accurately reflect existing conditions adjacent to the subject property. The botanical inventory of vascular plants on and adjacent to the site indicates a relatively high level of disturbance (i.e., only 62% native species) due to past agricultural and recreational activities. I have no concerns with these data.</p>	<p>Noted.</p>
<p>2 The breeding bird surveys confirmed a mix of forest interior and forest edge nesting species as expected given the size and diversity of habitats available on the site and adjacent lands. Only a small number of mammals (5) and hepetofauna (3) were recorded and I suspect actual habitat utilization by these species groups is much higher. In particular, the absence of white-tailed deer and coyotes is surprising since the adjacent woodland/wetland is supposed to be a winter congregation area for deer. In any event, the wildlife data and related habitat assessments seem adequate for the purpose of this study.</p>	<p>Noted.</p>
<p>3 Given the close proximity of the PSW and the West Credit River, which receives groundwater discharge from the site and supports Brook Trout, the proposed stormwater management plan must demonstrate that post development groundwater recharge mimics pre-development existing conditions. Based on the information provided on page 19 of the EIS it appears that further study is required to confirm that this environmental objective can be achieved. In addition, details need to be provided on the location and design of discharge outlets from proposed SWM facilities to ensure there are no negative impacts to adjacent wetlands.</p>	<p>Post-development groundwater recharge rates upgradient of the wetlands can be maintained from infiltration of (a) clean roof runoff at the stormwater management facilities, (b) preserved buffer areas, (c) uncontrolled area recharge and discharge and (d) upgradient pervious areas.</p>
<p>4 The EIS talks in general terms about avoiding impacts to migratory bird nests but does not provide specific guidance in this regard. In this location I recommend that vegetation removal should be avoided between April 1st and August 30th. If this is not feasible, an ecologist capable of bird identification must survey the area to be cleared of vegetation to confirm that the area is free of any nests and if nests are found they must be protected until the young have left the nest.</p>	<p>Noted. This is consistent with recommendations in the EIS, all of which address the MBCA and ECCC guidance.</p>
<p>5 If the removal of trees and buildings is limited to the period between November 1 and March 15, when bats are not active, as stated on page 26, then there will be no impact to bats or nesting birds. However, based on other studies I have recently conducted I believe the bat inactive period extends to March 31st.</p>	<p>Noted. Recommendations re: tree / building removal and bat use will be based on current MECP guidance at the time of activities. Based on the most recent guidance that we are aware of, removals should occur between October 1st and March 31st of any given year.</p>
<p>6 On page 28, grading is proposed to extend into the 30m setback from the PSW boundary adjacent to vegetation community 5a, a poplar-conifer mineral mixed swamp. A 20m buffer will, however, be maintained at this location. No justification is provided to support this intrusion into the standard 30m buffer other than the desire to maximize development yield. Development alternatives and their consequences should be discussed in the EIS so the merits of the proposed setback intrusion can be better understood and evaluated. In any event, it will be up to CVC staff to decide if the proposed intrusion is acceptable. Grading is also proposed to extend up to 4m into the 10m woodland setback at 2 locations adjacent to vegetation community 3 (FOM 4-2). This is an immature upland forest of cedar, poplar, white birch and black cherry. Given the size of these trees I feel their root systems will still be adequately protected by the 6m setback to be applied in these areas and I therefore have no concerns with this small deviation in the setback distance.</p>	<p>This matter is driven by the development concept, which is built around secured allocation. The Town &amp; Empire have agreed upon this approach and the associated NHS buffer grading encroachments and restorations. Building off this planning justification, our grading proposal offers a balance between NHS buffer encroachment/restoration and mitigation of retaining wall heights, another priority. Encroachment is also required to deliver stormwater management and access drainage outfalls.</p> <p>Noted.</p>
<p>7 The EIS indicates that ecological enhancement plantings with native species are proposed in the buffer areas. No details are, however, provided on the species, size quantity and arrangement of plant materials to be utilized. I support this proposal and recommend that these details be provided as a condition of Draft Plan approval.</p>	<p>A conceptual plan has been developed outlining the proposed ecological enhancements in the buffer areas following the CVC guidelines. Please refer to plan L-0 for proposed species, sizes, locations, and quantities. Detailed planning plans will be developed and provided at the detailed design stage.</p>
<p>8 North of Block 28 the EIS proposes that an open area that is currently part of the golf course and not within the subject property should be left to natural succession. Given the abundance of non-native, highly invasive species in the adjacent woodland/wetland, particularly Manitoba maple, common buckthorn and tartarian honeysuckle, I believe this area will simply evolve into a conglomeration of weed species. I therefore recommend that this area should be reforested with a mixture of native tree seedlings and a planting plan should be prepared to guide this work. This ecological enhancement planting would help to compensate for the significant loss of tree covert on the subject property.</p>	<p>A conceptual plan has been developed outlining the proposed reforestation plans, for the open area north of Block 28 following the CVC guidelines. Please refer to plan L-0 for proposed species, sizes, locations, and quantities. Detailed planning plans will be developed and provided at the detailed design stage.</p>
<p>9 On page 40 the EIS recommends that vegetation protection fencing should be installed prior to any site grading or vegetation removal in order to protect adjacent retained vegetation. Unfortunately, no details are provided on the type of fencing to be employed. I recommend that paige wire farm fence should be installed at the limit of grading and silt screen should be attached to this fence.</p>	<p>ABAL - Please refer to sheets TP-1 to TP-4 and TPD-1 for updated protection fencing locations and details. As requested by the town, the OPSD heavy duty silt fence will be installed at the limits of grading and around the entire site. The silt fence will provide additional protection to adjacent vegetation communities above and beyond restricting access in the form of restricting silt runoff and retaining debris on site.</p>

	<p>11 With respect to the proposed biological monitoring program I suggest that the vegetation monitoring plots should just be established in adjacent wetlands as these areas are potentially most sensitive to changes in surface water and groundwater inputs. In conducting the general overview a standard form should be prepared for recording natural and man-made changes to off-site vegetation and the condition of the tree protection fence. Within buffer areas the survival, growth and health of planted trees, shrubs and groundflora should be recorded. I see no merit in conducting breeding bird surveys or frog calling surveys since we do not have any sensitive or significant bird or frog habitats adjacent to the development that could be potentially impacted. As such, this exercise would simply be data collection for the sake of data collection and nothing would spin on it. Notes on wildlife observations can be recorded on the general monitoring form which should have space for any required remedial work needed to protect vegetation and wildlife inhabitants.</p> <p>12 Common buckthorn is frequent to abundant in vegetation community CUH 1-A and FOM 4-2 and is also present in other communities. This exotic shrub is one of the most aggressive invasive species in southern Ontario. If left unchecked it will spread into the proposed ecological enhancement plantings and compete with desirable native vegetation. To reduce its spread and hopefully minimize its impact I recommend that saplings sized shrubs (i.e., 1 to 9 cm dbh) capable of producing fruit that are found along the forest edge should be cut and/or sprayed with an appropriate contact kill herbicide prior to the installation of buffer plantings.</p> <p>13 Given the topography on this site and the proposed residential development I am not surprised that all trees located to the interior of the property are proposed for removal. There are, however, several semi-mature to mature native trees in fair to good health that are located on the property line or in close proximity to it and I think some minor adjustments can be made to the grading plan in order to retain these trees in backyard and roadside settings I therefore recommend that the following trees numbered 922, 936, 964, 978 (49 trees), 301, 305, 306, 307, 309(15 trees) should be retained and the grading plan modified to facilitate tree retention.</p> <p>14 As stated in the Arborist Report, the proposed removal of off-site trees to accommodate grading requirements will require authorization from the adjacent landowner. I support the proposed root pruning of adjacent trees that may be injured by grading operations.</p> <p>Building Services – building@erin.ca Under Division B 9.34.4.1. of the Ontario Building Code, new homes are required to be fitted out with rough in Electric Vehicle (EV) outlets and a 200 AMP service. In order to handle the future demands of an EV station and to avoid conflict, it should be consider in the design of the services being provide for the development.</p> <p>Fire Services – Jim Sawkins, Fire Chief Jim.Sawkins@erin.ca or 519.855.4407 ext. 243 The turning radius for the roundabout (Street A) and the crescent (Street C) will accommodate our fire apparatus</p> <p>The provision of water for firefighting operations: hydrant protected is accepted. If not, then Staff suggest utilizing the swim ponds as water reservoirs. This option would require the installation of dry hydrants at each pond and ensuring they are accessible for fire apparatus.</p> <p>Enbridge It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.</p>	<p>Noted. The biological monitoring plan can be confirmed prior to the initiation of monitoring, pending agreement from the adjacent landowner.</p> <p>This instruction to the contractor would be added to the working drawings at the time of detailed design.</p> <p>Please refer to the Tree Protection and Removals Plans (TP-1 to TP-4) showing the relation between the proposed removals with the latest grading plan and proposed road layout. Trees 978, 301 - 309 would be in conflict with any future road upgrades to 8th Line and sidewalk / multi use trail construction along 8th Line. Grading around trees 922, 936, and 964 would reduce developable lot areas on their associated lots to undesirable amounts.</p> <p>Access and permission for off site tree removal and grading is currently in discussion with the adjacent land owner.</p> <p>Comment to be addressed at detailed design phase following site layout and product approval, and following consultation with Staff.</p> <p>Noted.</p> <p>Hydrant protection proposed. SWM Pond is a dry pond, not suitable for the suggested approach. Hydrant details to be confirmed at detailed design stage.</p> <p>Noted.</p>
	<p><b>AINLEY &amp; ASSOCIATES LIMITED</b>  <b>J. A. Mullan, P.Eng.</b>  <b>President &amp; CEO</b>  <b>Tel: (705) 726-3371 • www.ainleygroup.com</b>  <b>Received: October 21, 2022</b></p> <p>We completed a comprehensive review of the documents and provide the following comments. Please note that some of these comments are applicable to multiple reports or plans.  Draft Plan of Subdivision – Armstrong (February 7, 2022)</p> <p>1 The Park Block is located in the far northern portion of the site is very remote from the residential portion of the development. A more central location should be developed.</p> <p>2 Street B is one of two access roads to the development, and it would be preferred if it continued to the easterly limits of the development.</p> <p>3 The minimum ROW width for local streets is 20 metres as per the Engineering Standards. The proposed 18 m ROW should be revised.</p> <p>4 The spacing between the intersections of Street A &amp; Eight Line and Street B &amp; Eight Line should be reviewed to ensure complies with the TAC standards for intersection spacing.</p> <p>5 The daylighting dimensions should be identified to ensure that comply with the Engineering Standards.</p> <p>6 On Street E the outside curve radius adjacent to Block 21 should be a minimum of 26.5 metres as per the Engineering Standards.</p>	<p>Following discussions, staff have accepted the proposed park location</p> <p>Please see revised draft plan herewith.  Street A and B to have widths of 20m. However, the remaining internal roads are proposed to have 18m widths, as a minimum of 250 SDEs will have to be achieved.</p> <p>Noted.</p> <p>Please see revised draft plan herewith.</p> <p>Please see revised draft plan herewith.</p>



	<p>7 The Open Space Block 33, between Blocks 11 &amp; 24, will have a walkway, a watermain and a sanitary sewer located within it, therefore the width of it should be increased from 6m to 9m.</p> <p>Preliminary Geotechnical Investigation - DS Consultants Ltd.</p> <p>The geotechnical investigation report should be updated when detail designs are available to confirm that sufficient borehole information is available, and recommendations cover the various aspects of the proposed development.</p> <p>8</p> <p>The groundwater should be monitored for a minimum of 12 months to confirm the seasonally high groundwater table. With the additional groundwater data, recommendations for the quantity of dewatering should be provided to determine if dewatering operations need a Permit to Take Water (PTTW) or need to be registered with the Ministry of Environment, Conservation and Parks (MECP) Environmental Activity and Sector Registry (EASR).</p> <p>9</p> <p>Recommendations for engineered fill should consider if a settlement monitoring program is required.</p> <p>10 The recommendations and detail drawings for dwelling foundations, and floor slab and perimeter drainage should be included on the detail design overall grading plans.</p> <p>11</p> <p>Phase One Environmental Site Assessment - DS Consultants Ltd. Phase Two Environmental Site Assessment - DS Consultants Ltd.</p> <p>12 The Phase 2 Environmental Site Assessment (ESA) determined that soil parameters exceed the MECP Table 1 Site Condition Standards for Residential/Parkland/Institutional/Industrial/Commercial/Community Use.</p> <p>13</p> <p>The contaminated soils were found in surficial soils adjacent to the diesel aboveground storage tank (AST), within the maintenance repair shop, and in the derelict equipment area. The groundwater quality parameters had concentrations that met the MECP Table 1 Standards. No further groundwater sampling is recommended.</p> <p>14</p> <p>Additional soil exploration is required to</p> <p>15.1. determine the extent of the contaminated soils</p> <p>15.2. develop a program for managing the removal of the contaminated soils from the site</p> <p>15.3. confirm with further sampling that the impacted soils are removed</p> <p>16 A Record of Site Condition should be obtained prior to commissioning the proposed subdivision infrastructure and issuing building permits.</p> <p>Hydrogeological Assessment, Water Balance Assessment and Source Water Protection Analysis – Terra-Dynamics Consulting Inc.</p> <p>The limits of the proposed underground SWM should be reviewed with respect to production well E8 Well Head Protection Area A (WHPA-A). The report notes that SWM facilities are prohibited from production well E8 WHPA-A.</p> <p>17</p> <p>The report notes that Source Water Protection policies SWG-13 and SWG-14 require any sanitary infrastructure planned to be within the production well E8 WHPA-A needs to be to “higher than normal” construction and operational standards. The objective of the “higher than normal” standards is to ensure the sanitary infrastructure is not a significant municipal drinking water threat.</p> <p>18</p> <p>Functional Servicing &amp; Stormwater Management Report – Urbantech Stormwater Management Plan – Urbantech Preliminary Grading Plan – Urbantech Sanitary Drainage Plan – Urbantech Watermain Plan – Urbantech</p> <p>19 The Functional Servicing Report (FSR) references the Town Engineering Standards dated 2020. The Town issued updated Standards in May 2022. The FSR should reference the 2022 Standards and be revised as necessary to be in alignment with those Standards.</p> <p>20</p> <p>Drawing 2.2A – Proposed Draft Plan should be reviewed. For example, it shows right-of-way widths that are not standard (e.g., Street A R.O.W. is dimensioned as 26.45 m).</p> <p>Stormwater Management</p> <p>21</p> <p>The Town is not in favour of a separate third pipe system to drain clean roof runoff to an underground tank and infiltration gallery. Please investigate the use of other ways of infiltrating the clean water closer to the source, such as infiltration galleries on private lots. If other alternatives cannot be found, the Town will be looking to the Developer to contribute funds to the future life cycle costs of the clean water collector, including the operation, maintenance and repair costs.</p> <p>22</p> <p>The drainage area to the North Pond exceeds 5 ha, therefore, in accordance with the Engineering Standards a wet pond should be proposed at this location. This pond must include a sediment forebay, a sediment drying area and access roads.</p> <p>23</p> <p>In Section 4.1, Design Criteria, the Town has updated their rainfall-intensity-durationfrequency (IDF) curves as part of the May 2022 Design Standards and incorporated considerations for climate change. The VO models and storm sewer sheets should be updated accordingly based on the revised IDF information and the design of the sewers and ponds modified accordingly, as necessary.</p> <p>24</p> <p>In Section 4.2 Proposed Conditions, In addition to the 24-hour SCS results provided, the Engineering Standards recommend additional storms for hydrologic modelling, including the 4-hour Chicago storm and Hurricane Hazel. Simulations from these events should be provided and the design modified based on the controlling event. Provide stage-storage-discharge tables in support of the information included in the</p> <p>24.1</p> <p>24.2</p> <p>VO models to account for the quantity controls provided within the ponds to ensure the proposed blocks are adequately sized.</p>	<p>Revised to 9m.</p> <p>Geotechnical report is updated based on the design information.</p> <p>Following over 2 years of groundwater monitoring (including the seasonally high groundwater table in spring 2022 and 2023), it is predicted that construction will not require groundwater control pumping methods for dewatering nor an MECP EASR or PTTW.</p> <p>Settlement monitoring is not required provided that a waiting time is allowed (6 months to 1 year, depending on the type of soil used for engineered fill, see Section 4.3 of Updated Geotechnical Report).</p> <p>Acknowledged. To be included at detailed design stage.</p> <p>The findings of the Phase Two ESA identified an area of soil impacts which is anticipated to be limited in extent (i.e. not widespread). The soil impacts are to be managed through excavation and off-site disposal at the time of construction. Upon removal of the impacted soils, verification soil sampling will be completed in accordance with the requirements of O.Reg. 153/04 (as amended) for future RSC filing purposes.</p> <p>Upon completion of the soil remediation works and verification soil sampling, DS will commence Record of Site Condition Filing process</p> <p>Urbantech has designed the stormwater management facilities to be outside the WHPA-A.</p> <p>Urbantech has advised that design of sanitary sewer infrastructure within the WHPA-A along 8th Line will have higher than standard construction requirements to ensure a closed system such as implementation of extra flange protection.</p> <p>Addressed.</p> <p>See revised Draft Plan.</p> <p>It is our understanding this comment was further discussed between Empire &amp; Town of Erin and this comment was subsequently waived.</p> <p>It is our understanding this comment was further discussed between Empire &amp; Town of Erin and this comment was subsequently waived.</p> <p>Addressed.</p> <p>The hydrology modelling has been tested for the 4-hour Chicago and Hurricane Hazel events. The controlling event is the 24-hour SCS based on the Town's updated 100-year IDF.</p> <p>Stage-storage-discharge tables have been included in the new added Section 4.3.4 in the FSR.</p>
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<p>25 The constraints of locating a SWM facility within production well E8 WHPA-A noted in the Hydrogeological Assessment report should be reviewed to confirm if the proposed north SWM facility needs to be relocated. The SWM report should include a discussion of this constraint.</p>	<p>SWM Facility has been relocated outside of WHPA-A.</p>
<p>Water Supply</p>	
<p>26 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>	<p>Acknowledged</p>
<p>26.1. External watermain upgrades on the Eighth Line, Sideroad 17 and/or Dundas Street West to accommodate the proposed development.</p>	<p>Acknowledged</p>
<p>26.2. The development of a new Municipal well and/or an additional Fire Storage Reservoir in Erin to accommodate the proposed development.</p>	<p>Acknowledged</p>
<p>26.3. Any trunk watermain are required with the internal road network of the proposed subdivision.</p>	<p>Acknowledged</p>
<p>27 Section 6.2, Proposed Conditions, should provide design flows for the average day demand, maximum day demand, peak hour demand and fire protection for the proposed development.</p>	<p>Addressed. Refer to revised FSR, Section 6.3.</p>
<p>Sanitary Servicing</p>	
<p>The Town has considered the sanitary servicing options presented in the reports submitted in support of the Mattamy Homes Development, for both Mattamy Homes and Empire Communities, and are not in favour of the gravity sewer and siphon option. Therefore, the Town requires the design and construction of a Sewage Pumping Station (that will service both developments) with the forcemain discharging to the new trunk sewer on the Elora Cataract Trailway at the intersection with Sideroad 17. Please coordinate with Mattamy Homes to identify an appropriately sized block, within one of the two plans of subdivisions, for a Sewage</p> <p>28 Pumping Station.</p>	<p>It is our understanding this comment was further discussed between Empire &amp; Town of Erin and a gravity sewer is the preferred option, the details of which will be provided by Mattamy/DSEL.</p>
<p>A sanitary sewer should be extending to the southern limit of Block 33, leading to the unopened road allowance and Erin Heights Drive, to accommodate the potential sanitary servicing of the Erin Heights Drive subdivision in the future. In addition, the sanitary sewer system within the subdivision and the pumping station should be sized to accommodate the flows</p> <p>29 from Erin Heights Drive subdivision.</p>	<p>Addressed. Refer to Sanitary Drainage Plans.</p>
<p>The Hydrogeological Assessment report notes that Source Water Protection policies SWG-13 and SWG-14 require any sanitary infrastructure planned to be within the production well E8</p> <p>30 WHPA-A needs to be to "higher than normal" construction and operational standards.</p>	<p>See response to comment 18</p>
<p>Roads</p>	
<p>31 The proposed 18.0 m wide rights-of-ways for Streets C, D and E should be revised to match the minimum ROW width for local streets (i.e., 20 metres) as per the Engineering Standards.</p>	<p>Street A and B to have widths of 20m. However, the remaining internal roads are proposed to have 18m widths, as a minimum of 250 SDEs will have to be achieved.</p>
<p>32 The Eighth Line (Sideroad 17 to Dundas St West) and Dundas St West (Eighth Line to Main St) will require full reconstruction to an urban standard with watermain, stormsewers, sanitary sewers, curbs, sidewalks, streetlights, etc. in conjunction with the proposed development. This will include the replacement of single lane bridge on the Eighth Line. The sight lines at Eighth Line &amp; Sideroad 17 intersection are limited and should be reviewed and if</p> <p>33 necessary, adjustments to the vertical curve on Sideroad 17 made in conjunction with the development.</p>	<p>Acknowledged. It is our understanding that additional details will be provided as part of the Mattamy Homes FSR submission.</p>
<p>Given the 15-tonne weight restriction on the existing Eighth Line bridge, it is recommended that the Eighth Line bridge be replaced before the subdivision construction begins, otherwise the construction equipment will have to access the site through the existing community of Main Street and Dundas Street West.</p> <p>34</p>	<p>Noted.</p> <p>Empire to coordinate with the Town on bridge replacement.</p>
<p>Preliminary Grading Plan</p>	
<p>There are an extensive number of precast retaining walls around the perimeter of the development, that range in height from 1.0m to 6.75m. We have the following concerns with the proposed retaining walls:</p> <p>Retaining walls are located along the perimeter of the Park Block and both Stormwater Pond Blocks and will be the responsibility of the Town to maintain. However, within the Engineering Standards retaining walls greater than 1.0m in height are not</p> <p>35 permitted within SWM facilities. The Standards further state that retaining walls</p>	<p>Acknowledged</p>
<p>35.1. greater than 1.0m may be accepted at the discretion of the Town, but they will not be accepted if their sole purpose is to minimize the area required for the SWM facility. It appears the sole purpose of these retaining walls is to make use of areas with steep topography for the Park Block and SWM facilities.</p> <p>We assume the retaining walls along the rear of private lots will be the responsibility of each individual homeowner to maintain. Therefore, having multiple owners</p> <p>35.2. responsible for the long-term maintenance of the retaining wall will be problematic, especially in areas where the height of the wall is excessive.</p>	<p>It is our understanding this comment was further discussed between Empire &amp; Town of Erin and this comment was subsequently waived.</p>
<p>36 There is an existing monitoring well within the Park (Block 30) that has a proposed basketball court shown on top of it.</p>	<p>Monitoring wells will be decommissioned by a licensed water well contractor following receipt of Site approval from the Town of Erin.</p>
<p>37 Rear lot line swales less than 1% such as the rear of Block 23 are not permitted.</p>	<p>Addressed. Such swales have been eliminated.</p>
<p>38 Swales less than 2% are to be provided with a subdrain as per Town of Erin Design Standards Section 10.1.2.</p>	<p>Addressed. Such swales have been eliminated.</p>
<p>Scoped Environmental Impact Study (EIS) Report – WSP</p>	
<p>The permanent fence recommended along the development – natural area interface with adjacent natural areas (as shown on Figure 3 of the report) should be installed as part of the subdivision infrastructure. Permanent fencing can be chain link with no gates permitted. The "no gates" constraint should be included in the Purchase and Sale Agreements for the properties with permanent fence.</p> <p>39</p>	<p>Please refer to F-0 for proposed layout of fencing consistent with recommendations of Figure 3 in the EIS.</p>

	<p>40 Two measures encouraging Environmental Stewardship should be considered for Draft Plan Conditions are recommended:  'Sensitive Area' signage, should be installed at regular intervals along the development limit / natural area interface (e.g., tied onto the permanent fence).</p> <p>40.1 An environmental stewardship information brochure should be provided to homeowners. The brochure should be provided with the home/property purchase documents, and made available at the sales trailer and/or at the County / Town offices. The brochure should be part of the property sale documentation as well, to ensure that the next generation of purchasers are informed about environmental stewardship.</p> <p>40.2</p> <p>In addition to typical during-construction monitoring (e.g., ESC / vegetation protection fencing inspections), a Biological Monitoring Program should be implemented to identify issues of concern and propose strategies to address problems in a timely manner. The Biological Monitoring Program will focus on the West Credit River valleyland adjacent to the Subject Property. The Biological Monitoring Program described in the report is preliminary, and the expectation is that the program will be finalized as a condition of approval, including monitoring locations, methodology and other details. The CVC should provide their approval for the program.</p> <p>41</p> <p>42 Buffer planting plans should be included with the detail engineering design drawings. The intent of the buffer plantings is to protect the edges of retained features and eventually become a functional part of the natural features.</p> <p>Traffic Impact Study – RVA</p> <p>43 In Section 2.1, Existing Road Network  The report should be amended to note that the Eight Line has a posted speed limit of 50 km/h between Sideroad 17 and north of the bend at Dundas Street W; a posted speed limit of 40 km/h between the two gravel sections just south of Dundas Street W and just north of Delarmbro Drive; and a 60 km/h just north of Wellington Road 124.</p> <p>43.1 It should be noted that a single lane bridge is located on Eight Line north of the site with a limit of 15-tonnes.</p> <p>43.2 It should be noted that a "5 tonnes per axle from March 1 to May 15" sign is also posted on Eight Line just south of Sideroad 17 for southbound traffic.</p> <p>43.3 The report should be amended to note that Main Street has a posted speed limit of 40 km/h between Wellington Road 124 and just north of Erinville Drive.</p> <p>43.4 The report should be amended to note that Wellington Road 124 has a posted speed limit of 80 km/h from just east of Eight Line to the west, 60 km/h between just east of Eight Line and just east of Delarmbro Drive.</p> <p>43.5</p> <p>43.6 Study intersection configurations should also be provided.</p> <p>44 In Section 2.4, Existing Traffic Data  Traffic data was collected on September 1, 2021 during the Province Step 3 reopening with capacity restrictions. Therefore, the traffic volumes are lower and should be appropriately factored up to obtain an estimation of the normal conditions.</p> <p>44.1 In addition, a growth rate should be considered to reflect the 2022 condition.</p> <p>44.2</p> <p>45 Section 3.2, Future Background Developments  In Table 3-2, "Wellington Road 124 (N/W)" should read "Wellington Road 124 (N/E)" and "Wellington Road 124 (S/E)" should read "Wellington Road 124 (S/W)". As a result, the distribution percentages may need to be revised.</p> <p>45.1 Figure 3-1 shows a 20% even distribution to/from Trafalgar Road north and south, Wellington Road 124 N/W and S/E, and Highway 52. This is inconsistent with the distribution in Table 3-2. Therefore, Figure 3-1 needs to be revised.</p> <p>45.2 The Solmar residential development on the east side of Main Street, between Dundas Street and Wellington Road 124 will generate traffic that will also use intersections reviewed in this report. The overlapping turning movements from the Solmar Traffic Impact Study should be reviewed and added into this study.</p> <p>45.3</p> <p>46 In Section 3.4, Future Background Traffic Volumes, Figures 3-4 and 3-5, the traffic volumes on the entrances of Mattamy Homes Development are different from the traffic volumes in Figure 3-1 – Future Background Development Traffic Volumes. The change in traffic volumes should be reviewed and explained.</p> <p>47 In Section 4.1, Draft Plan Layout, the distances between Street A &amp; Street B, Street B &amp; Erin Heights Drive, Street A &amp; Sideroad 17 should be specified.</p> <p>48 In Section 4.3, Trip Distribution  In Table 4-2 and Appendix B, "Wellington Road 124 (N/W)" should read "Wellington Road 124 (N/E)" and "Wellington Road 124 (S/E)" should read "Wellington Road 124 (S/W)". As a result, the distribution percentages may need to be revised.</p> <p>48.1 If the distribution percentages need to be revised, Figure 4-1 needs to be revised, as well.</p> <p>48.2</p> <p>49 In Section 5.1, Future Total Traffic Volumes, Figure 5-1, the trip generation estimate is identical with the one based on ITE Trip Generation Manual 11th Edition for a golf course land use with 9 holes. However, most of the trips were assigned to the intersection of Eight Line with Sideroad 17 (i.e., up to 93%) and most of the trips to/from the south were assigned to Trafalgar Road via Sideroad 17. This is not reasonable and should be revised.</p> <p>50 In Section 6.2, Capacity Analysis Results</p> <p>50.1 2029 future background scenario should also be included in the analysis.  In Table 6-10, comparing the 2024 Future Background EBL queue length at the Shamrock Road-Main Street Intersection to the 2024 Future Total (i.e., with development generated traffic included) EBL queue length indicates that traffic generated by the proposed development is one cause for needing geometric improvements on that left turn lane. The last bulleted item in the text of this section saying "no geometric improvements recommended" should be amended to reflect the need for this EBL.</p> <p>50.2</p> <p>51 In Section 7.0, Left Turn Lane Warrants, left turn lane warrants should be revised based on the updated traffic volumes noted above.</p>	<p>Noted. Consistent with recommendations in the EIS.</p> <p>Noted. Consistent with recommendations in the EIS.</p> <p>Noted. Consistent with recommendations in the EIS.</p> <p>Noted. The biological monitoring plan can be confirmed prior to the initiation of monitoring, pending agreement from the adjacent landowner.</p> <p>Please refer to L-0 for high level details for buffer planting consistent with the recommendations in the EIS.</p> <p>Report has been amended to reflect the posted speed limit on all roads within the study area.  Report has been updated to include discussion about the single lane bridge on 8th Line.  Report has been updated to include discussion about weight restrictions on 8th Line.</p> <p>Report has been updated to note the 40 km/h speed limit on Main Street.</p> <p>The report has been updated to reflect the posted speed limits along Wellington Road 124.  Report has been updated to include a section discussion study area intersection configurations.</p> <p>Following discussion with the Town a 10% growth rate has been added to all 2021 volumes.  See above comment response.</p> <p>Table 3-2 has been revised to read "Wellington Road 124 (N/E)" and "Wellington Road 124 (S/W)". Distribution percentages have also been reviewed and revised if necessary.</p> <p>Figure 3-1 has been revised to reflect trip distribution outlined in Table 3-2.</p> <p>The report has been updated to include the Solmar Residential Development - overlapping turning movements from the Solmar Traffic Impact Study have been reviewed and added into this study.</p> <p>Figure 3-4 and Figure 3-5 have been revised to reflect appropriate traffic volumes at the Mattamy entrances and are now consistent Figure 3-1.</p> <p>A section has been added to the report indicating the distances between the proposed intersections and the existing intersections.</p> <p>Table 4-2 has been revised to read "Wellington Road 124 (N/E)" and "Wellington Road 124 (S/W)". Distribution percentages have also been reviewed and revised if necessary.</p> <p>Figure 4-1 has been revised to reflect updated distribution percentages.</p> <p>Site-generated trip distribution has been revised to accurately reflect travel patterns.</p> <p>2029 future background scenario has been included for analysis purposes.</p> <p>Sentence has been revised to accurately reflect geometric improvements needed.</p> <p>Left-turn lane warrants have been revised based on the updated traffic volumes.</p>
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	<p>52 In Appendix E, Synchro Software Output Reports, for the intersection of Main Street with Dundas Street, the vehicle extension should be amended to 5.0 seconds for phases 2 and 6 (instead of the 3.0 seconds in the report) as per the signal timing plan.</p> <p>53 Appendix F, Auxiliary Left-Turn Lane Warrants</p> <p>53.1. the design speed on Wellington Road 124 at Eight Line, and on Trafalgar Road at Sideroad 17 should be amended from 90 km/hr to 100 km/h.</p> <p>53.2. the 2029 future background scenario should also be included.</p> <p>Arborist Report &amp; Tree Protection Plan – Canopy Tree Protection Plan – Canopy</p> <p>54 The trees recommended for removal should be reviewed that they do not conflict with the recommendations in the EIS Report prepared by WSP.</p> <p>55 Constraints for tree removal described in the EIS Report prepared by WSP should be included in the report.</p> <p>56 Figure TPP-1 in Appendix 1 should be clearer. The information is too pixelated when zooming in on the details of the drawing.</p> <p>Compatibility &amp; Mitigation Study, Air Quality, Dust, Odour, Noise &amp; Vibration – SLR</p> <p>57 The STAMSON 5.0 Analysis assumes a road speed of 40 km/hr along Eight Line. The posted speed along the adjacent portion of Eight Line is 50 km/hr and the analysis should be revised to:</p> <p>57.1. Account for a more representative speed (i.e., for a posted speed of 50 km/hr, the design speed is 60 to 70 km/hr).</p> <p>57.2. Address the comments provided on traffic numbers submitted under separate cover. Consider the rear yard amenity areas of the proposed six single family residential lots that back on to Eight Line. The fence along Eight Line at the rear of those lots is currently labelled as Privacy Fence. The revised analysis may show that noise barrier fence is required.</p> <p>Landscape Plans – Alexander Budrevics</p> <p>58</p> <p>For the selection of species for boulevard trees should be based on the Town of Erin Community &amp; Architectural Design Guidelines, "Species Palette Local Roads" (page 80). Of the 10 species listed on the Landscape Plan only sugar maple is accepted.</p> <p>59 The landscape plan should identify proposed plantings on the perimeter 3:1 side slopes that are proposed as "enhanced planting" as described in the Scoped EIS Report.</p>	<p>Vehicle extension has been amended to 5 seconds for Phase 2 and Phase 6.</p> <p>Design speed used for Left-Turn Lane Warrants have been amended from 90km/h to 100 km/h for Wellington Road 124 at Eight Line, and on Trafalgar Road at Sideroad 17.</p> <p>2029 future background scenario has been included for analysis purposes.</p> <p>Tree Removals are dictated by the grading required for the subdivision. It is intended that any and all trees not affected by grading works will be retained. No Trees are proposed for removal within the identified vegetation communities.</p> <p>The TP sheets prepared by Alexander Budrevics and Associates for detailed tree protection and removal plans each have a note that "these drawings are to be read inconjunction with the arborist report and the EIS". Please refer to the TP sheets prepared by Alexander Budrevics and Associates for detailed tree protection and removal plans.</p> <p>The analysis / report has been updated to model the posted speed limit for the road.</p> <p>The analysis / report has been updated to account for the location of applicable outdoor living areas.</p> <p>Tree species have been selected for their adaptability to urban / street tree conditions. As most of these proposed trees will be planted in the boulevards, they will need to be salt tolerant, strong wooded, drought tolerant, and appropriate for the limited space available between the curb and sidewalk. All the species selected are found within the Town of Erin's Guidelines most under list A. Arterial + Collector Streets (P79) as these are more appropriate for street tree species. We have added more species from the list on page 80 but only the ones appropriate for these conditions. Please refer to sheet L-0 for high level planting details for the 'enhanced' planting areas. Detailed designs to be prepared as a condition of draft plan approval.</p>
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