



INNOVATIVE PLANNING SOLUTIONS

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Date: November 2024

Attention: Town of the Blue Mountains

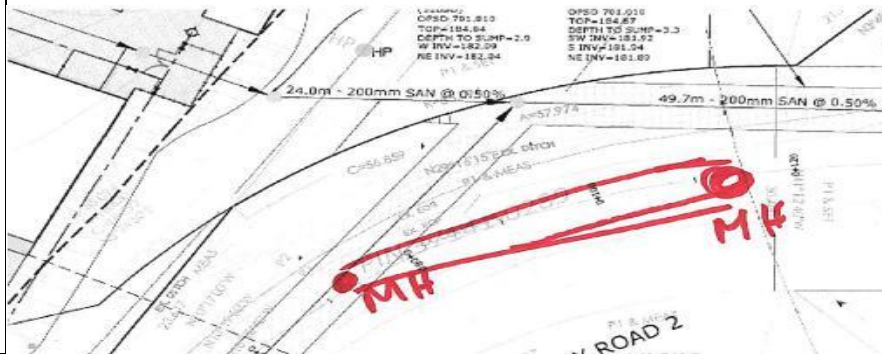
Subject Lands: Lot 31, Clark Street
Town of the Blue Mountains

IPS File No.: 21-1137

RE: 4th Submission - Comment Response Matrix

#	Comment	Response
	General Comments	
1	Please note that MTO comments continue to be forthcoming and Town staff have requested comment to include consideration of any implications on this project of the planned intersection works at HWY 26 and Grey Rd 2.	Acknowledged. Confirmation has been received from the MTO that the intersection works have been determined to be future controlled access (traffic lights) and not a roundabout.
2	County ecology staff have completed the review of natural heritage matters that were initiated by the Grey Sauble Conservation Authority but for which GSCA no longer has a commenting role.	Acknowledged.
3	Please also note that a minor variance is required for matters which, at this time, include parking and will need to address any additional relief as may be triggered by the proposal.	Acknowledged. Estimated Minor Variance submission timing December 2024.
	The following is a summary of outstanding matters associated with the Site Plan application for File P3250-Lot 31 Clark Concession 8 and 9 Part Lot 31 Part Road Allowance; RP 16R3512 Part 1 and RP 16R4224 Parts 2 and 3, Calrksburg, Ontario	
1.1	At such time as the related matters are addressed a site plan agreement will be required and is to include: • agreement terms • any conditions of Site Plan approval • final approved drawings, dates and related content references • monies owing, securities, insurance etc. • warning clauses; and • any other relevant matters	Acknowledged.
1.2	Additional agreement terms that may be anticipated include but are not limited to provisions set out in the relevant sections: • Warning clauses will include owner agreement to advise tenants of potential odor from adjacent Wastewater Treatment Plan. • Potential warning clauses regarding the requirements of an MTO permit including implications for site re-design if required and GSCA permitting as required pending resolution of related matters.	Acknowledged.

	- Fulfillment of requirements of the Town with regard to any required off site matters regarding municipal lands and works (i.e. roads, stormwater works, servicing connections sidewalk extension, streetscaping etc.) and enter into any related agreement(s), and gain permits and agree to coordination, access and as required to the satisfaction of the Town. - Servicing related matters	
2	Should the resolution of any outstanding deficiencies result in any changes to the drawings submitted, updates to the drawings shall be referenced with most recent/final re-submission dates provided	Acknowledged.
3	Town Planning	
3.1	A minor variance approval is required to gain relief from applicable Zoning By-law provisions, and the appeal period cleared prior to entering into an agreement and gaining final site plan approval.	Acknowledged. Estimated Minor Variance submission timing December 2024.
3.2	Please provide an opinion of value of the subject lands from a qualified appraiser to the satisfaction of the Town in order to determine the value of the subject lands. The Owner shall pay cash in lieu amount of parkland at 2% of the value of the land. Confirmation is required on the date of the value relative to recent legislative changes (i.e. the day of complete site plan received or the day before the building permit issued).	Appraisal process has commenced. Appraisal anticipated to be available December 2024.
3.3	Please post the following notes on the Site Plan drawing(s) stating: “No snow storage for the subject lands permitted on municipal lands.” “No signage shall be posted in contravention of the Town Sign By-law and all signage shall comply with the Gateway designation.” “Landscape screening shall create a visual barrier between HWY 26 and Development.”	The notes provided have been added to drawing SPA-01 – Site Plan & Site Statistics, on the right-hand side of the page under “General Notes”
3.4	Please revise drawing LP-3 re: - chain link fence to show that it is black vinyl and related parts and fittings are black”; - demonstrating how garbage within the enclosure is to be stored and access achieved for pick up and disposal.	All chain link fence and parts are black, powder coated, upgraded from vinyl. Garbage enclosure detail provided with 2 front loaded bins each.
3.5	Please note County comments regarding landscaping of the 10 m setback from the watercourse, review landscaping drawings and provide additional plantings to their satisfaction (see County comments below). Note that the County ecologist is the Town’s natural heritage reviewer.	Additional planting is provided in the buffer zone.
3.6	Please provide updated cost estimates.	An updated cost estimate has been included in the resubmission.
3.7	Please identify a location and provide specs for garbage storage for Building H.	The provision for adequate waste storage within each Industrial Unit in Building H shall be addressed at the time of building permit submission for each Unit’s fit-out. Otherwise, a communal fenced garbage enclosure has been provided on the northwest side of the parking lot in front of Building H. Fencing details are provided by JDB for the garbage enclosures.
3.8	Please confirm that the vegetation within the temporary snow storage location shown on the western portion of the property will be viable under snow storage	A 5m width sod strip is provided for snow storage; all new vegetation has been shifted beyond this area, near the preservation zone.

	conditions and, where not possible, identify specific lower impact locations and mitigation measures.	
4	Town Engineering	
4.1	The Town anticipates approval of a Water Allocation By-law that requires allocation be granted for projects requiring more than 11 ERUs.	No response required.
4.2	The FSR identifies a flow of 44,600 litres per day; which would not be less than 11 ERU, however the plumbing fittings shown in the drawings would be most unlikely to generate the FSR flow. Please provide a clarification from the Engineers as to the actual flow.	The FSR on page 12 identifies a total of 2,360 L/day per connected building (Building H and A) for a total of 4,720 L/day. The peak hourly demand is 0.59 L/s which does not include the fire flow demand at 150 L/s (OBC Method) or 413.33 (FUS Method) but this only required for 30 minutes. We do not agree that the daily demand is the 44,600 L/day indicated in the Town comments.
4.3	The sanitary needs to be in the centre of the road, not migrating over to the ditch on Grey Road 2. It will involve the installation of one or two more maintenance holes. 	The sanitary location has been adjusted as requested.
5	County Transportation Services	
5.1	Please provide a deposited reference plan conveying a road widening in the south-east corner of the lot to achieve 15 metres from the property line to the centreline of the ROW and reflect this on the site plan.	Reference plan has been prepared and provided with this submission. It will be deposited to the Registry Office upon receipt of confirmation from the County that it is acceptable.
5.2	Please provide confirmation that the proposed development meets the setback requirement of 75ft from proposed buildings to the centreline of the County ROW.	As per the dimensions provided on SPA-01 – Site Plan & Site Statistics, Building A is 25.366m (83'-3") and Building G is 33.125m (108'-8") from the centreline of the County ROW.
5.3	The Stormwater Management plan indicates that drainage is to flow to Highway 26, and the pond in northwest corner, and will not impact Grey Road 2 flow volume and rates post development. Please provide confirmation to County Transportation Services that Grey Road 2 will not be impacted by additional flows, particularly from the "temporary interceptor swale".	The SWM strategy and design will not impact on the Grey RD. 2 system. The temporary interceptor swale does not connect to the County ditch but connects to the existing water channel which extends to the MTO ditch. The 100year peak runoff to the temp swale would only be 0.07 cms and the capacity of the swale (at 0.5%) is 0.17 cms providing well in excess of the required capacity.
6	County Planning Ecology	
6.1	To ensure protection of the watercourse on and off the property, a 10-metre vegetated setback from the watercourse shall be implemented. This setback will maintain this drainage through the property, which contributes to fish habitat downstream. Minor grading will be required in the setback during construction.	Acknowledged.
6.2	Please provide a note on the site plan indicating: Silt fencing shall be installed at the limit of grading until construction and landscaping is completed. Any disturbed areas within the setback shall be restored with native plantings per the Landscape Plan completed for the development.	The note provided has been added to drawing SPA-01 – Site Plan & Site Statistics, on the right-hand side of the page under "General Notes"
6.3	Please provide a note on the site plan indicating: "Clearing of vegetation shall not occur between April 1 – August 31st per Environment Canada's general nesting periods of migratory birds."	The note provided has been added to drawing SPA-01 – Site Plan & Site Statistics, on the right-hand side of the page under "General Notes"

7	County Engineering	
7.1	Please confirm use of low impact development infrastructure has been considered and implemented in engineering design in consideration of the area designation as a significant groundwater recharge area that may influence highly vulnerable aquifers	The high groundwater condition on the site and poor soils precludes the use of infiltration based structural LID for this site. This was noted in both the geotechnical report and on Page 2 of the FSR.
8	GSCA	
	Please address the following items to the satisfaction of the Grey Sauble Conservation Authority.	
8.1	The full flows are now included to account for the flows recombining at the Highway 26 culvert, and the backwater effects from the Highway 26 culvert are considered. However, the increased floodline elevation upstream of the culvert has shed light on an issue with how the culvert crossing was setup. It appears that the road was not sufficiently extended the full length of the cross-section. The results for Cross-Section 21.39 shows flow being conveyed around the side of the road. This issue needs to be corrected as it will likely change the flood elevations upstream of the culvert. It was not noted earlier, as the flows were not high enough to spill 'around' the road.	By extending the roadway the extra 1.64 m east there only a couple of cm difference in the upstream floodplain...1-2 cm. This does not have any impact on the site design as a whole. The flood report has been updated accordingly.
8.2	While there is no floodline mapping of the bypass ditch which conveys the 4.64m ³ /s bypass flows, the channel and culvert are proposed to be designed to convey the Regional spill flow. This is acceptable as long as the floodline extents can be confirmed for Regulation purposes. However, there are inconsistencies between the Hydrology and Hydraulics Report and the Drawings included in the report, resulting in two separate concerns with the bypass ditch sizing. i. Appendix E includes 'Culvert Capacity Calculations' for a 900 mm x 1800mm box culvert for the Spill Bypass. However, the drawings indicate the bypass culvert to be a 2130mm x 860 mm Corrugated Steel Arch Culvert with an Open Bottom. Please clarify which is proposed. ii. The proposed ditch downstream of the bypass culvert is noted as a 2.0m wide flat bottom channel with 3:1 Side slopes at 0.5% slope. It notes that at a depth of 0.46m the flow would be 4.64 m³/s. However, assuming a mannings nvalue of 0.03 would yield a flow of 1.7 m³/s. Please clarify the channel sizing or provide additional information on your calculations	i. The capacity of a 900 x 1800 mm box culvert at 0.5% is 6.30 cms. A PCSWMM HGL was provided in Appendix F of the July 2024 FSR for the 2130 x 860 mm dia. pipe arch which demonstrates the noted flow can be accommodated. The pipes are equivalent hydraulically just a different shape. ii. The FSR drawings have been revised to reflect a wider channel at 3.0 m wide bottom, 8 m top (0.5% slope and n = 0.03) which has a mannings capacity of 5.46 cms.
8.3	Calculations (Mannings) are provided for the sizing of the proposed driveway culvert, as the culvert is not included in the HEC-RAS model. The 1800 mm x 900 mm box culvert is proposed with 450 mm of it being embedded. The calculations are provided showing the capacity of the culvert assuming a free flowing outlet. However, the HEC-RAS model indicates the water level downstream would be above the top of the culvert, which would greatly effect the capacity in a Mannings calculation. Please provide sufficient information to confirm there are no additional backwater effects upstream of the culvert. A HY-8 calculation may be sufficient, or the driveway could be included in the HEC-RAS model. This is an area of concern given that the driveway is being significantly raised.	We ran a scenario in HEC RAS with the culvert inserted. We had to remove the lateral weir at the upper end of the model and the one going across Clark Street from the model to show the flow of 2.02 cms at the upper end of the driveway culvert. We manually added a new cross section upstream of the culvert (344.84) . The model shows on the upstream side the flood flow of 2.02 cms reaches an elevation 186.03 which is 17 cm over the lowest part of the driveway but meets and exceeds the GSCA criteria for safe access and egress. The report has been updated accordingly.
8.4	For the proposed driveway culvert, to avoid confusion during installation, please clarify on the drawings that the invert elevations are the invert after filling the	The FSR drawings have been revised.



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	culverts, to match the ditch inverts. The installation invert elevation of the culvert would be 450 mm lower than indicated.	
8.5	Written permission from the MTO is to be provided to confirm the MTO has no issues with the spill flows being redirected to the Highway 26 ditch instead of directly to the crossing culvert. This is a typical requirement of any change in flood extents or channel flows on adjacent properties. As we understand from previous correspondence, the Developer has undertaken consultation with the MTO and there were no concerns, so this shouldn't be an issue. We recommend obtaining this written approval early in the process.	Noted. These flows currently arrive at the MTO ditch in the existing condition, and we are not increasing the flows to their corridor. We believe that the MTO first requires GSCA acceptance of the floodplain report before they will issue any acceptance on their part. We suggest that the GSCA provide a comment to the effect of "The GSCA have no issues with the noted floodplain analysis and proposed SWM design to manage the flows which are directed to the MTO Hwy 26 corridor, provided the MTO is in acceptance of these flows"
9	MTO	
9.1	Please confirm comments, conditions or clearances of MTO. Note, in particular, any implications of planned intersection improvements (either signalization or roundabout). MTO has advised that they are currently reviewing the 3 rd submission.	Acknowledged.
10	Other	
	Private Waste Collection	
10.1	Private Waste collection must be provided for all Industrial, Commercial and Institutional locations. For Waste diversion requirements for the Industrial, Commercial and Institutional sectors, refer to Environmental Protection Act, O. Reg. 102/94 "Waste Audits and Waste Reduction Work Plans" and Environmental Protection Act, O. Reg. 103/94 "Industrial, Commercial and Institutional Source Separation Programs" or legislation that supersedes those Regulations. Industrial developments and commercial developments must be designed to accommodate for containerized Waste collection specific to the development's operational Waste collection needs and should include Waste diversion. Each Industrial Unit must have provision for adequate Waste storage	The provision for adequate waste storage within each Industrial Unit shall be addressed at the time of building permit submission for each Unit's fit-out.