

### Lake at Blue - 2nd Submission - Comment Response Matrix

COMMENT #	COMMENT	DISCIPLINE	RESPONSE
<b>Town Summary Comments - August 9, 2023</b>			
1.1	At this time staff are not satisfied that the proposed building location and associated amendments are sufficiently justified or suitable for the subject lands. Staff will be seeking a legal opinion, however it appears that the proposal is not an expansion of an existing use of the single story log structure and therefore is not an acceptable basis for the proposed encroachments into the required front and side yards.	Planning	Site plan has been reconfigured to shift the building.
1.2	It is not clear what the proposed building use is intended to be.	Planning	Hotel units.
1.2	There are deficiencies in the Planning Justification Report as to how the proposal meets relevant Zoning By-law definitions and there appears to be no demonstration as to how the log structure has maintained a legal non-conforming use status.	Planning	Site plan has been reconfigured to shift the building out of the setback.
1.3	There appears to be an alternative building envelope that may be worth exploring that could alleviate a number of the identified issues.	Planning	Site plan has been reconfigured to shift the building.
1.4	The town has previously supported the continued use of the highway 26 entrance as the primary entrance. If MTO requires this entrance to close, road widening and reconstruction to Blue Mountain Drive will be required of the applicant for it to be the primary commercial access.	Transportation	Further discussions with Town and MTO staff were undertaken relating to the Blue Mountain Drive right-of-way, and primary access location. The resolution is to permit Highway 26 to be the main form of access to the site, as confirmed by the MTO. We have maintained access to Blue Mountain Drive per existing conditions.
1.5	A 150mm watermain to be brought from the corner of Blue Mountain Drive and Highway 26 for the installation of a new fire hydrant - the hydrant on the south side is not sufficient to service the subject lands.	Civil	<p>A new hydrant is proposed to connect to the existing 100mm diameter watermain in front of the subject property. The hydrant will be installed within the R.O.W. limits and fitted with a 150mm to 100mm diameter reducer for connection to a proposed 100mm diameter PVC hydrant lead, complete with a 100mm diameter gate valve. If this approach is acceptable to the Town we can confirm water pressures with the Town's water model to confirm sufficient flow and pressure from the proposed hydrant.</p> <p>Please note this approach has been proposed as replacing approx. 140m of watermain along Highway 26 would not be financially feasible for the proposed development.</p>
1.6	<p>Zoning By-law amendment clarification:                      Under the assumption that this proposal has no legal status of use to qualify the proposal for expansion of a non-conforming use, then staff understand the required zoning amendment would likely be:</p> <ul style="list-style-type: none"> <li>- To permit a reduced side yard setback from 6 m to 1.72 m;</li> <li>- To permit a reduced planting strip from 3 m to 1.45 m; and</li> <li>- To permit a reduced Provincial Highway setback from 14 m to 12.54 m (pending permit from the Ministry of Transportation).</li> </ul> <p>Based on the available information, staff are of the opinion that the presence of the one log structure has no bearing on how the proposed building is evaluated.</p>	Planning	Site plan has been reconfigured to shift the building to meet zoning requirements.

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<b>Grey County - Aug 9, 2023</b>			
2.1	From a general planning perspective, County staff would recommend that opportunities to buffer the expanded commercial use from the nearby residential uses be explored - including fencing and/or landscaping. From a climate change perspective, the county would recommend that green-development options such as semi-permeable pavement (per Section 8.9.2) and shaded parking areas (per section 4.3(1)) be considered to increase on-site drainage capacity and reduce the urban heat island effect, respectively.	Planning/Landscape	Gravel parking areas have been maintained (as existing) to promote additional infiltration vs. pavement. This is also consistent with the surrounding area (Blue Mountain Drive is gravel).  Please refer to landscaping plan for fencing and planting details. Building has been shifted further from property line allowing landscaping along the west property line. Planting has been provided to buffer the proposed building. Trees are being maintained where possible.
2.2	At the Site Plan stage, County staff also recommend that dark-sky compliant lighting be considered on the subject property, per section 7.14 of the County's Official Plan.	Photometrics	Provided. Refer to photometrics plan.
2.3	From a climate change perspective, the county would recommend that green-development options such as semi-permeable pavement (per Section 8.9.2) and shaded parking areas (per section 4.3(1)) be considered to increase on-site drainage capacity and reduce the urban heat island effect, respectively.	Landscape/Other	Gravel parking areas have been maintained (as existing) to promote additional infiltration vs. pavement. This is also more consistent with the surrounding area (Blue Mountain Drive is gravel).
2.4	County staff have no further comments on the proposed development, but would recommend that further comments be received by MTO.	N/A	Noted.
<b>GSCA - Aug 9, 2023</b>			
3.1	<p>GSCA Regulations</p> <p>The subject property is not currently identified within the existing mapping as being regulated by Ontario Regulation 151/06: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses.</p> <p>The text of O. Reg. 151/06 describes the features and areas that are subject to the regulation. The text also identifies that if there is a conflict between the description of areas described in the text and the mapping, the description within the text prevails. The channel of Watercourse 6 is located approximately 140 metres to the west of the subject property.</p> <p>The existing regulation mapping of Watercourse 6 identifies the extent of the meander belt, which does not extend to the subject property. However, the extent of the regional storm floodplain has not been determined through acceptable engineered floodplain mapping at this time.</p>	Floodplain/Natural Hazards	The site is outside of the GSCA regulated area per online maps. We acknowledge that the GSCA has questions about floodplain on the site based on mapping in the Master Drainage Plan (MDP) by Tatham (currently 90% complete). Please see response to 3.2 below discussing the floodplain presented in the MDP. We are of the opinion that the flood hazard is not present on the subject property based on the current GSCA regulation limit, as well as the mapping provided in the Tatham report showing that the inundated area on site is disconnected from the watercourse 6 floodplain and would reasonably be removed from the floodplain with refined mapping.

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3.2	<p>Provincial Policy Statement 2020 3.1 Natural Hazards No natural hazards are identified through GSCA mapping or hazard zoning mapping. However, since the initial pre-consultation on the subject proposal in 2021, mapping has been prepared for the Draft Town Wide Master Drainage Plan that identifies possible flood inundation under the worst case of the 100-year or regional storm. The mapping prepared for this project identifies potential flood inundation areas on the subject property associated with Watercourse 6.</p> <p>3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of: b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.</p> <p>3.1.2 Development and site alteration shall not be permitted within: c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard. d) A floodway regardless of whether the area of inundation contains high points of land not subject to flooding.</p> <p>GSCA recommends that the potential flooding hazard on the property be further assessed by a qualified engineer. We recommend the engineer contact our office to determine the scope of this review. We note, given the multiple points of access to the property, safe access is not identified as a concern.</p> <p>Given the above, it is not clear if the proposal is consistent with the Section 3.1 PPS policies and further information is necessary in this respect.</p>	Floodplain/Natural Hazards	<p>The work being completed for the Craigeith Regional SWM Improvements includes cutting off the 100-yr and Regional spill flow that currently spills from Watercourse 7 to Watercourse 6, which will reduce the flows to Watercourse 6 in large storm events. Acknowledging that the Master Drainage Plan is not finalized, the results may not take into account removal of this spill flow and may accordingly over estimate the floodlines for Watercourse 6.</p> <p>The most recent mapping available shows minor inundation on the subject property which has not been refined to assess what would actually occur. Reviewing the current mapping from the MDP, it appears the inundated area shown on the subject site is disconnected from the remainder of the floodplain by local high points, and that flood waters would not reach the site. The proposed development is not in a high point in the floodplain but just beyond the edge of the floodplain, and is disconnected from the floodplain based on Master Drainage Plan mapping, where the east side of the site is fully out of the floodplain.</p> <p>At the request of the GSCA (emails dated December 2024), a cut and fill analysis has been completed to determine inundation that would be removed based on existing and proposed elevations if the site is not disconnected from the floodplain. Areas at the northwest and southwest corners of the site were assessed based on an overlay of the floodplain mapping from the MDP with the site. A net fill volume of 53.5m<sup>3</sup> was calculated. Given proximity to Georgian Bay, we do not anticipate this volume would impact local floodplain elevations or extents. It should be noted that this volume would only be removed from the floodplain if the site is not disconnected from the floodplain. The Cut/Fill Report and associated flood inundation areas included as part of the analysis have been <b>appended to the comment response matrix.</b></p> <p>Regarding site access, the access to this site, both at Hwy 26 and off of Blue Mountain Drive are on the eastern side of the property, providing additional distance from Watercourse 6 and are not shown as flooded on the most recent figure from the Master Drainage Study.</p> <p>Per the above and the available GSCA mapping (showing not within regulatory area), and the available Master Drainage Figure showing the site as disconnected from the Watercourse 6 floodplain, we believe that the site is out of the natural hazard of Watercourse 6 and meets the tests of the PPS.</p>
3.3	<p>Recommendations GSCA recommends a hazard assessment be completed by a qualified engineer. We recommend our office be contacted to determine the scope of this review. Pending the results of the assessment, there may be implications to the layout and design of the site plan.</p>	Floodplain/Natural Hazards	Refer to respond to 3.2

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<b>Town Detailed Comments - Aug 9, 2023</b>			
5.1	Please confirm if the log building is proposed for renovation or demolition. It does not appear that it has a foundation suitable to support the proposed building, i.e. staff understand this to be a demolition, for which a demolition permit will be required.	Architectural	Plans updated to spec demolition and reconstruction. A demolition permit will be applied for at the appropriate time.
5.2	Please provide further analysis and justification demonstrating how potential impacts to the western abutting residential lot have been considered with regard to the proposed building's setbacks and massing.	Architectural/Planning	The interior side yard setbacks are now met based on a shift of the building. The Landscape Plan also provides fencing and buffering along this westerly lot line.
5.3	What is the rationale for the provided stairway design? The stairs may add a cluttered appearance with prominent exposure to the Highway 26 streetscape. Is there a design or orientation that would result in the stairs sitting more discreetly/tighter to the proposed building addition? Alternatively, what options exist to better screen the stairway area from the road?	Architectural	Stairway design has been altered to remove one set of stairs, and have been moved to be less visible from Highway 26.
5.4	Notwithstanding the comments regarding the building encroachments and orientation of the stairs, staff is generally satisfied with the provided analysis regarding the Community Design Guide of the proposed building.	Architectural/Planning	Acknowledged. Please refer to updated site plan and architectural drawings.
5.5	An alternate building envelope is possible which could offer a less significant or no encroachment into the 6m side yard setback. Please provide further justification for the proposed building footprint independently of the presence of the 1 story log structure.	Architectural/Planning	Site plan has been reconfigured to shift the building out of the setback.
5.6	Confirm that SWM report and TIB are consistent with the 2023 Engineering Standards.	SWM/Transportation	<p>The 2023 Town of the Blue Mountains Engineering Standards incorporate a 10% increase in rainfall intensity data based on the MTO Look-Up Tool to account for climate change.</p> <p>The previously submitted stormwater management design calculations outline the following:</p> <ul style="list-style-type: none"> <li>- The North Dry Pond has a required storage volume of 9.2 m<sup>3</sup>, with a provided volume of 10.3 m<sup>3</sup>, resulting in a 12% residual capacity for the 100-year return period.</li> <li>- The South Dry Pond has a required storage volume of 5.0 m<sup>3</sup>, with a provided volume of 7.2 m<sup>3</sup>, resulting in a 44% residual capacity for the 100-year return period.</li> </ul> <p>These surplus capacities exceed the 10% increase in rainfall intensity required by the 2023 standards. Therefore, sufficient storage has been provided as part of the stormwater design to accommodate the updated standards of increasing the IDF by 10%.</p> <p>The Traffic Impact Brief remains consistent with Section 4.2.7.2 of the Town's 2023 Engineering Standards.</p>
5.7	The town is currently undertaking a Town-Wide Master Drainage Plan Environmental Assessment. See following for details and to subscribe for project updates: <a href="https://www.thebluemountains.ca/building-business-development/current-projects/municipal-infrastructure-projects/town-wide-master">https://www.thebluemountains.ca/building-business-development/current-projects/municipal-infrastructure-projects/town-wide-master</a>	SWM	Noted. Refer to response to GSCA comments.
5.8	Basement floor slabs to be a minimum of 0.3m above seasonal high ground water table. If sump pumps are required for the basements, discharge from them, as well as foundation drains/roof leaders should be conveyed to backyards (and not flow over pathways/sidewalks, if any).	HydroG/Civil/Building/Design	Per Town Standards, minimum underside of basement slab elevations shall be shown on all lots and blocks and shall be at least 0.5 m above the estimated seasonal high groundwater table, which has been provided.

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5.9	The seasonal groundwater elevation may be high in this area and should be confirmed with a geotechnical and/or hydrogeological reports, along with any dewatering provisions.	HydroG	The owners previously installed a test pit and standpipe. A representative from Crozier conducted a site visit on June 25, 2021, to measure the groundwater elevation in the standpipe. The groundwater elevation was observed at 177.90 meters, while the ground elevation at the standpipe location was 178.97 meters. The weather on the day of the site visit was rainy. If dewatering is required for building construction an EASR will be submitted at the appropriate time.
5.10	Surface stormwater appears to flow onto the neighbouring property to the west, which is not permitted. Please provide further details as to how stormwater will not flow onto the abutting property, or consider reorienting the building such that it does not result in stormwater to flow onto neighbouring property.	SWM	A swale has been provided towards the western property line to minimize drainage being conveyed towards the shared property line. Under existing drainage conditions a large portion of the site is draining in a northwest/west direction towards the neighbouring property on the west. Proposed site grading and overall drainage have both improved and reduced the overall drainage area being directed to the neighbouring property to the west.
5.11	Grey Sauble Conservation has confirmed with Town staff that they will be seeking to collect a review fee, as they have determined a review is necessary. Please confirm fee has been paid and if a GSCA permit is required.	Other	The fee was paid by applicant.
5.12	Subject to further MTO consultation, Staff can support continued use of the Highway 26 entrance as the primary entrance if access to Blue Mountain Drive is closed for emergency use only.	Transportation	Further discussions with Town and MTO staff were undertaken relating to the Blue Mountain Drive right-of-way, and primary access location. The resolution is to permit Highway 26 to be the main form of access to the site. The entrance to Blue Mountain Drive has been maintained to allow access to continue from this area as in existing conditions.
5.13	The municipal easement between lot 125 and 126 for emergency purposes remains required by the Town for access to Blue Mountain Drive. This was once a laneway owned by the Town, but was sold to the previous owner and merged with the subject lands.	Transportation	Hwy 26 entrance will remain open and we have maintained the laneway from Hwy 26 to Blue Mountain Drive as well as the entrance to Blue Mountain Drive to maintain this connection.
5.14	Further consultation with MTO is required. If MTO ultimately requires the primary commercial entrance to no longer be from Highway 26, then the primary commercial entrance will be from Blue Mountain Drive. Changing the primary commercial entrance to Blue Mountain Drive will require the owner to widen and reconstruct Blue Mountain Drive for the full road frontage and eastward to the extent that Blue Mountain Drive is anticipated to connect to the Aquavil development.	Transportation	MTO have agreed to maintain the access to Hwy 26.
5.15	If MTO permits the Highway 26 access to remain as the primary access, then access from Blue Mountain Drive is to be closed except for emergency use. Any implications of this requirement to the site plan must be addressed.	Transportation	Further discussions with Town and MTO staff were undertaken relating to the Blue Mountain Drive right-of-way, and primary access location. The resolution is to permit Highway 26 to be the main form of access to the site. The entrance to Blue Mountain Drive has been maintained to allow access to continue from this area as in existing conditions.
5.16	Parking lot must be surface treated with asphalt, concrete, concrete pavers or similar material - gravel is not permitted.	Transportation	Under existing conditions all parking areas and accesses, including Blue Mountain Drive are gravel. We have proposed to maintain the gravel parking area to maintain consistency with Blue Mountain Drive (which is gravel). A portion of the Hwy 26 entrance will be paved to meet MTO standards. Additionally, County comments are asking for semi-permeable which gravel conforms with. Given that this is an existing condition and the surrounding area / Blue Mountain Drive are gravel we have maintained gravel.
5.17	Confirm how waste collection is addressed.	Planning/Architectural	Waste collection is private. Bins will be provided on north side of property.
5.18	Snow storage areas to be shown on engineering drawings with commentary/analysis in FSR demonstrating sufficient footprint of storage space has been provided.	Planning	An area equal to 20% of total parking area(s) has been included on the site plan.
5.19	Swept path analysis of proposed parking area, which may be affected by determining which road is to be the primary access.	Transportation	Noted. Both accesses are to remain and the swept path review has been updated to reflect changes to the parking layout.

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5.20	Minimum of 4 m clearance to be provided between all driveway culvert ends to enable ditch maintenance by the Town.	Civil	4m of culvert clearance is being maintained as part of upgrades to site entrance design off of HWY 26.
5.21	Asphalt cuts for any external servicing connections to be shown on detailed engineering drawings and to be full width of road. Reinstatement is to include lap joints and frost tapers to Geotech recommendations, to existing or better condition to Town Engineering Standards at minimum.	Civil	No services are being proposed within the roadway.
5.22	MTO comments on the TIB pending - MTO to be satisfied with TIB and building encroachment into required front yard.	Transportation	Noted.
5.23	Off-street parking appears to meet the minimum required number, however the swept path for some stall appear restricted, specifically stalls 14 and 15. Please provide further detail as to how these parking stalls are to enter and exit with a swept path analysis.	Transportation	The swept path analysis has been updated to reflect the revised parking layout, which includes the removal of two spaces. These spaces were only accessible by compact cars and have been removed to allow for more area for larger accessibility vehicles. The proposed 23 parking spaces still provides an excess to the 17 parking spaces required.
5.24	Official Plan policies re:parking orientation to the rear or side lot may be affected if Blue Mountain Drive becomes the "front".	Transportation	MTO have agreed to maintain the access to Hwy 26.
5.25	Staff do not have record of MTO comments regarding any required road widenings.	Transportation	Noted.
5.26	For servicing capacity, we advise the engineering consultant to review the latest Town Water/Wastewater Capacity Report. Further discussion may be warranted if the Town of Collingwood reduces their current water supply agreement to Town of Blue Mountains. The Town's Sanitary Needs Study by Cole Engineering in 2020 identified capacity issues under existing wet weather condition, and future dry weather conditions, at the Craighleith Main Lift Station. Further discussion will be required with the Town to confirm impacts of this development and whether external improvements are required.	Water/Sanitary	It is acknowledged that this project will be included as part of the Town's new/ongoing allocation policy.
5.27	The town is undertaking a Class EA to evaluate water supply and storage in the East side of the Town. The developer may wish to partake in that study. Details will be posted on the Town's website once available.	Water/Sanitary	It is acknowledged that this project will be included as part of the Town's new/ongoing allocation policy.
5.28	A condition will be required in a future Draft Plan Conditions to capture the uncertainty in water and wastewater in servicing at this time, and confirmation would be required prior to the execution of a development agreement. The Town has formed a servicing task force to address the impact(s) that rapid growth has had on the Town's ability to service new Developments. It is anticipated that additional information and greater clarity on alternatives and timing will be generated through this effort.	Water/Sanitary	Draft Plan Conditions are not required as part of the site plan application process. It is acknowledged that this project will be included as part of the Town's new/ongoing allocation policy.
5.29	Hydraulic boundary conditions from Town's water model can be purchased for water system analysis. A quote can be provided upon request from the Town's engineering modelling consultant	Water/Sanitary	Consultation to be completed with the Town to confirm proposed fire hydrant approach is acceptable. Once hydrant servicing strategy is deemed acceptable we can proceed with determining hydraulic boundary conditions with the Town through consultation or through purchasing of water model etc.

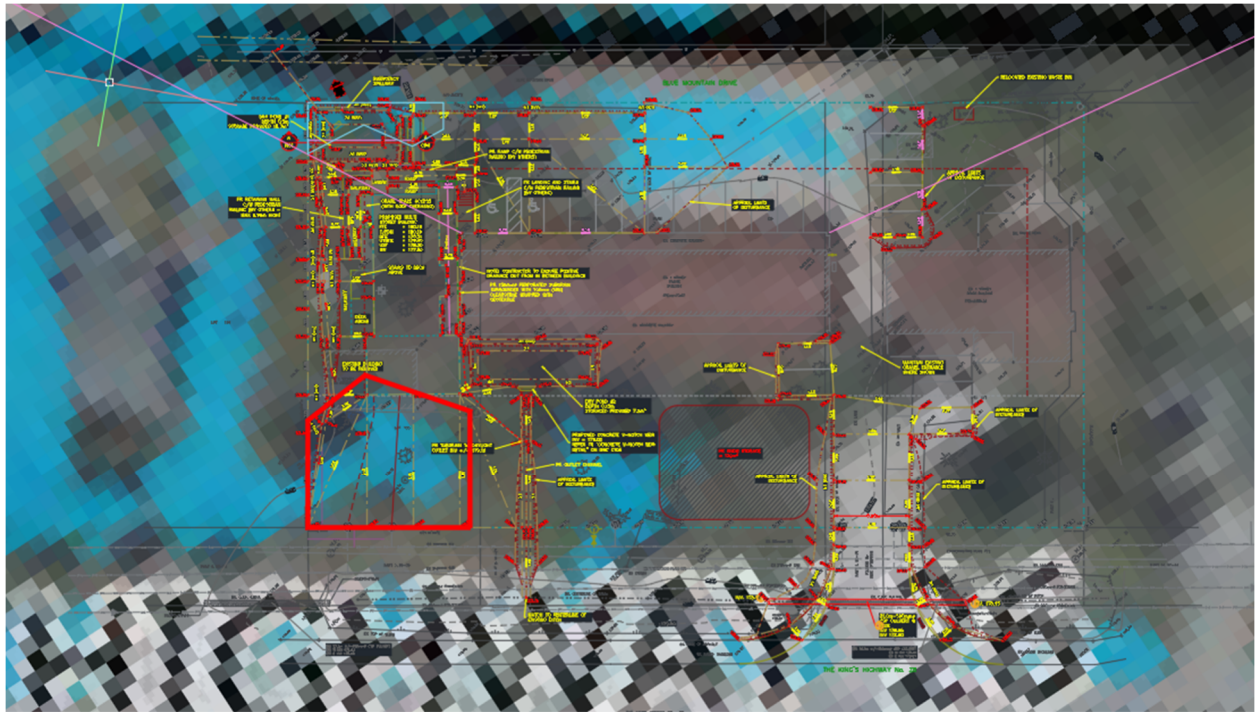
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5.30	Any existing sanitary and water services to the site shall be decommissioned and removed and new services installed, unless their sizing and condition for reuse can be demonstrated to be adequate, to the Town's satisfaction, (through CCTV or such as means as the Town may require.	Water/Sanitary	<p>Record drawings by Ainley (1984) indicate that three sets of existing services (water and sanitary) are currently servicing the property. It is therefore presumed that the three existing buildings are each serviced by individual water and sanitary connections. Given that this is an existing condition, we have only proposed to remove and replace the services for the subject building and to maintain the other existing services for buildings that will remain untouched. If improvements to the other buildings are contemplated in the future it would require Town approval which would provide a mechanism to enforce replacing these services in the future as deemed necessary.</p> <p>The existing individual lot services are shown on the as-constructed drawing (DWG NO. 81042/43-2, Ainley &amp; Associates Ltd., 1984). The existing underground servicing is depicted on the record drawing (DWG FM2-RD, Ainley Group, 2006).</p>
5.31	An autoflusher may be required if internal watermain network is not looped, depending on age/chlorine residuals of water in main for anticipated water demands.	Water/Sanitary	Per our response to 5.30, only the services for the subject building are proposed to be removed and replaced. Existing services will remain for other buildings on site as in existing conditions.
5.32	Capacity for the treatment and collection of sewage, including all associated piping and sewage pumping stations be considered and proven adequate prior to allocation of services to this property	Water/Sanitary	It is acknowledged that this project will be included as part of the Town's new/ongoing allocation policy.
5.33	150mm watermain to be brought from the corner of Blue Mountain Drive and Highway 26 for the installation of a hydrant on or near the site. The hydrant on the south side of Highway 26 is not a sufficient location to service the subject lands. Hydrant flow test recommendation in FSR not applicable if new hydrant is constructed	Water/Sanitary	<p>A new hydrant is proposed to connect to the existing 100mm diameter watermain in front of the subject property (north side of Hwy 26). The hydrant will be installed within the R.O.W. limits and fitted with a 150mm to 100mm diameter reducer for connection to a proposed 100mm diameter PVC hydrant lead, complete with a 100mm diameter gate valve.</p> <p>Replacing approximately 120m-150m of the existing 100mm diameter watermain with a 150mm diameter watermain along HWY 26 is not financially feasible or practical for this size of development. Currently, there is no hydrant on the north side of HWY 26 to provide coverage to the three existing buildings. In an emergency under existing conditions, the hydrant on the south side of the road would be used if necessary. Therefore, connecting a new hydrant to the existing 100mm diameter watermain on the north side of the road is an improvement to the municipal infrastructure in the area.</p> <p>If this approach is acceptable to the Town we would confirm water pressures with the Town's water model to confirm this will provide sufficient fire protection.</p>
5.34	19mm service may not be adequate. Please provide further information to confirm that an upgraded diameter is not required	Water/Sanitary	A 50mm dia. water service is being proposed to replace the existing 19mm dia. water service.

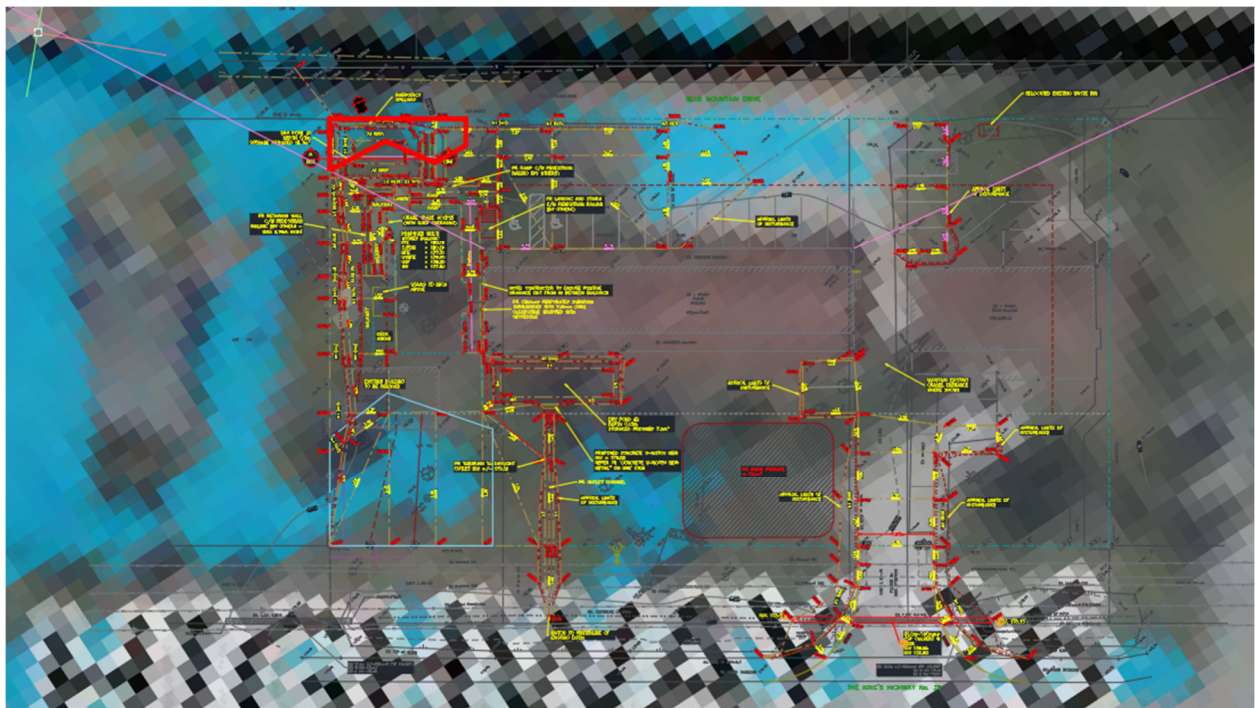
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5.35	The subject lands are limited to 1 water and 1 sewer connection. Please confirm how all (potentially 3 separate buildings) are to be connected to municipal services	Water/Sanitary	Record drawings by Ainley (1984) indicate that three sets of existing services (water and sanitary) are currently servicing the property. It is therefore presumed that the three existing buildings are each serviced by individual water and sanitary connections. Given that this is an existing condition, we have only proposed to remove and replace the services for the subject building and to maintain the other existing services for buildings that will remain untouched. If improvements to the other buildings are contemplated in the future it would require Town approval which would provide a mechanism to enforce replacing these services in the future as deemed necessary.  The existing individual lot services are shown on the as-constructed drawing (DWG NO. 81042/43-2, Ainley & Associates Ltd., 1984). The existing underground servicing is depicted on the record drawing (DWG FM2-RD, Ainley Group, 2006).
5.36	Please confirm the proposed building use per the Town's Zoning By-law 2018-65 list of defined uses (i.e. 'commercial accommodation' is not a defined term.	Planning	Hotel units
5.37	PJR is missing analysis regarding Zoning By-law 2018-65 definitions that pertain to the application. Please Demonstrate how the existing 1 storey log structure meets these definitions such that the structure and use of the structure would be considered an expansion of a legal non-conforming use. It does not appear that the log structure has been used for habitation in many years.	Planning	No longer applicable. Log Structure to be demolished.
5.38	Please provide further analysis and justification demonstrating how potential impacts to the western abutting residential lot have been considered with regard to the proposed building's setbacks and massing.	Planning	Interior Side Yard setback is met, as a result of building being shifted.
5.39	An alternate building envelope is likely possible with a less significant or no encroachment into the 6m side yard setback. Please provide further justification for the proposed building footprint independently of the presence of the 1 story log structure.	Planning	Acknowledged. Building has been shifted to meet interior Side Yard setback.
5.40	Confirm retaining wall setback from interior side lot line. Minimum is 0.3m per ZBL 4.13	Planning	Retaining wall is >0.3 from property line.
5.41	Confirm 1 storey log structure height.	Planning	No longer applicable. Log Structure to be demolished.
5.42	Is there a fence proposed along the western side lot line?	Planning/Landscape	Yes a 1.8m high privacy fence has been proposed along the west property line
5.43	Please confirm unit count of proposed use for DC calculations.	Planning	To be confirmed with Town, how DC's are calculated for hotel units.

## Southwest Area:



## Northwest Area:



# Cut/Fill Report

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## Volume Summary

Name	Type	Cut Factor	Fill Factor	2d Area (sq.m)	Cut (Cu. M.)	Fill (Cu. M.)	Net (Cu. M.)
5838_FG vs OG VOLUME (NORTHWEST)	bounded	1.000	1.000	53.28	4.30	2.14	2.16<Cut>
5838_FG vs OG VOLUME (SOUTHWEST)	bounded	1.000	1.000	242.46	0.00	55.62	55.62<Fill>

## Totals

	2d Area (sq.m)	Cut (Cu. M.)	Fill (Cu. M.)	Net (Cu. M.)
Total	295.75	4.30	57.76	53.46<Fill>

\* Value adjusted by cut or fill factor other than 1.0