

Brooks Subdivision - Comment Response Matrix

Comment #	Comment	Response
Saugeen Valley Conservation Authority		
8-Jul-20		
1	SVCA staff find the plan for subdivision and zoning by-law amendment acceptable provided the mitigation measures and recommendations put forward in the Environmental Impact Study prepared by WSP are incorporated into the Subdivision Agreement and/or Site Plan Control Agreement, and the recommendations put forward by Cobide Engineering in the Stormwater Management Plan are followed.	Noted
2	It has come to the attention of SVCA staff that habitat of endangered or threatened species may be located on and adjacent to the property. Our role is to identify habitat through a screening process in consideration of PPS and local policies, however it is the responsibility of the applicant to ensure the endangered and threatened species policy referred to in the PPS has been appropriately addressed. Please contact the Ministry of Environment, Conservation and Parks (MECP) for information on how to address this policy. MECP inquiries can be addressed to SAROntario@ontario.ca	Noted
3	Section 9 of the EIS clearly outlines the recommended mitigation measures that should be adhered to prior to, throughout and after the development is complete. To ensure proper incorporation, SVCA staff are recommending that these mitigation methods be implemented through a site plan control agreement and/or a Subdivision Agreement	see comment #4
	Recommended Conditions for Draft Plan of Subdivision	Noted
4	<p>1. That prior to any site alteration/grading or construction on site, and prior to Final Approval of the subdivision by the County, the owner shall prepare the following reports/plans, completed to the satisfaction of the Saugeen Valley Conservation Authority.</p> <p>a) Final Stormwater Management Report and Plans, Grading Plan, and Sediment and Erosion Control Plan relating to natural heritage features and mitigation methods.</p> <p>b) Site Plan and Tree Preservation Plan</p> <p>2. That the Subdivision Agreement between the Owner and the Municipality of West Grey contain provisions with wording acceptable to the Saugeen Valley Conservation Authority relating to the Final Lot Grading Plan, Final Stormwater Management Report and Plan, Final Sediment and Erosion Control Plan, Site Plan and Tree Preservation Plan.</p> <p>3. That a Site Plan Control Agreement between the Owner and the Municipality of West Grey be required and contain provisions to implement the mitigation measures outlined in Section 9 of the Environmental Impact Study: Part Lot 24, Concession 1 by WSP Canada Inc. and the Tree Preservation Plan.</p>	
Grey County		
3-Jun-20		
5	potential future road access to the north	a road access to the north property was added to the draft plan prior to the public meeting
6	recommend retaining the woodlands in the northeast corner of their development	a portion of the wood lands in the north east is being maintained
7	we need more detailed site drainage plans to show the development from phase 1 and phase 2	A follow up to the Municipality was completed by Cobide Engineering in June to address this.
8	staff would like some parkland dedication given the number of units being proposed, the density of the subdivision and lack of other nearby municipal parkland in the area	a portion of the parkland dedication is within a proposed park in the northwest portion of the property and is 0.314 ha (2.26% of the total land holding). A proposal for programming has also been submitted for the proposed parkland area. The remainder of the parkland dedication is proposed to be cash in lieu of parkland.
Resident Concerns		
9	fencing woodlands on the northeast and northwest corners to discourage incursions on dumping - discourage the temptation to thin of the neighbours property as their own - trespassing	Fences would eliminate the value of the lots including the wooded area

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10	turn the woodlands within the project as a wooded parkland for the enjoyment and support of the residents	a portion of the wood lands in the north east is being maintained as park for residents
11	are their any requirements for planting trees on the finished lots	yes in Subdivision Agreement
12	concern with fertilizers plugging the swm pond and eventually the river	The SWM pond is designed to meet MECp quality requirements. Less fertilizer runoff with lower than farm land
13	does the town have best practice standards for low emissions heating and lighting and high insulation	construction to conform to OBC
14	are building materials chosen to meet low-emission standards	Meets OBC
15	is the town water supply and the present sewage system adequate to supply the new subdivision?	This was confirmed by the former Director of Public Works when we had our pre-consultation
Public Meeting		
16	parkland should be within 500 m of a neighbourhood and include play structures - too small for the development and should be accessible	a park has been proposed in the north corner of the property amongst the treed area and is 0.314 ha in size
17	sidewalks on townhouse blocks	Minimal area due to lot sizes to meet density requirements. Consistent with recently approved development
18	impact on neighbours water source	The subdivision is not in the wellhead protection zone. Soils are silt fill which are not conducive to groundwater recharge
19	encroachment on adjacent properties	This is a police issue not a planning issue
20	street lights should dark sky compliant and home exterior lighting - to be added to subdivision agreement	streetlights will conform to West Grey Engineering Standards and are dark sky compliant
21	the recommendations of the EIS should be implemented	noted
22	North-east corner very deep lots should consider creating a buffer zone to protect the trees	it is not possible to create a landlocked parcel and it is typical to have this area as part of the lots.
23	traffic - this development puts stress on local infrastructure including roads, speed and blind hill	TIS indicates intersections can handle increased traffic
24	what is the impact on the healthcare system	not a planning issue, health unit will be updated on the development
25	source water protection - when the office was reached they did not know anything about this development	Source Water Protection is circulated by County. Not in wellhead protection area. As noted above, silt fill soils are not conducive to groundwater recharge.
26	Light Pollution - it isn't good enough to have the same as the development next door, and that municipal standards will be followed. impact on conservation area - animal and human health	streetlights will conform to West Grey Engineering Standards on are dark sky compliant
27	environmental impact of covering a significant recharge area of highly vulnerable Durham Road East Aquifer - this is a recharge area that replenishes the groundwater supply not only for Durham but also adjacent wells also concern on contamination of around water from run off	This property is not in wellhead protection area. Silt fill not conducive to groundwater recharge.
28	sidewalks on Durham Road	Sidewalks are part of the reconstruction of Durham Road which is in the design phase.
29	loss of privacy with many homes next to an existing home, trespassing	these lands are designated for residential development
30	concern with future occupants objecting to future farming endeavours	adjacent lands are zoned for agriculture therefore future residents will know that nearby lands are farming operations
Tatham Peer Review October 22, 2020		
DRAFT PLAN OF SUBDIVISION		
31	The consultant should confirm that curve radii along the easterly section of Street A adhere to municipal standards and will be able to accommodate emergency vehicles.	Confirmed
32	We acknowledge the revised draft plan includes Block 124 for parkland designation and buffer. (June 18, 2020.	Noted

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FUNCTIONAL SERVICING REPORT		
33	Section 2.1 A model should be prepared in conjunction with the Municipality to determine the appropriate sizes for the watermain recognizing the external watermain are/will be 250 mm dia.	As part of Pre-Consultation, Brent Glazier (director of Public Works) indicated the Municipality would confirm. Verbally confirmed the model indicated pressures were appropriate. Municipality may have record of correspondence with modelling firm
34	Section 2.3 Fire flow requirements should be determined as part of the final design in conjunction with the Municipality's water model and Fire Underwriters Survey.	Noted
35	Section 2.5 The watermain configuration should be coordinated with Municipal staff in terms of urban road cross section and the neighbouring development in order to maintain consistency throughout both developments (ie. to ensure on the same side of the streets).	Noted. Design will be consistent
36	Section 2.6/2.6 Post development water flows, pressures and velocities should be established in conjunction with the Municipality to ensure sufficient pressures are maintained throughout the system under all circumstances including fire flows. A municipal water booster station may be required as part of the development if design criteria cannot be achieved.	There is an existing booster station at Garrafaxa Street. Does not make sense for there to be another one.
37	Section 3.2 Section 1.2 references 118 single family homes and 51-87 townhouse units. Section 3.2 refers to the proposed development as well as a future development to the north in order to establish a population of 631. How was this population established and how much is "future"?	Population is based on this development only. Future development is not expected to be serviced through this development.
38	Section 3.3 The sanitary sewer configuration should be coordinated with Municipal staff in terms of urban road cross section and neighbouring development in order to maintain consistency throughout both developments (ie. to ensure on the same side of the streets).	Noted. Design will be consistent
39	Section 3.3 Further discussions, in terms of improvements to the downstream sanitary sewer capacity and timing of such, should be coordinated with the Municipality.	Noted. Durham Road reconstruction will address this.
40	Section 4 The storm sewer configuration should be coordinated with Municipal staff in terms of urban road cross section and neighbouring development in order to maintain consistency throughout both developments (ie. to ensure on the same side of the streets).	Noted. Design will be consistent
41	Section 5.1 A detailed siltation and erosion control plan should be prepared as part of the final design and include specific staging areas for stockpiled topsoil, fill and materials for each phase.	Noted
42	Section 5.2 A detailed pre-grading plan should be prepared as part of the final design and include specific staging areas for stockpiled topsoil, fill and construction materials for each phase. The plan should also provide a summary of the material to either be removed and imported and the respective locations and depths.	Noted
43	Section 6 The sidewalk configuration should be coordinated with Municipal staff in terms of urban road cross section and neighbouring development in order to maintain consistency throughout both developments (ie. to ensure on the same side of the streets).	Noted. Design will be consistent
44	Section 7 The Developer should confirm there is sufficient utility infrastructure in the immediate and surrounding area to support the proposed subdivision and summarize any external improvements required.	Preliminary discussions have taken place with utilities. They cannot allocate capacity until the development is proceeding.
45	Despite the above comments, we do not anticipate the development having a significant impact on the local services, provided the Municipality can confirm their respective capacities and schedule of external improvements.	Noted
STORMWATER MANAGEMENT REPORT		
46	Section 2.3 We recommend the applicant retain a geotechnical consultant and prepare a formal geotechnical investigation providing detailed soil and groundwater information as part of the conditions in the subdivision agreement.	Noted

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47	Section 6 We recognize the consultant has used PCSWMM Version 5.6 for the hydrological modelling and request the digital files be provided for further review in terms of input parameters and output verification which may result in additional comments or requests.	Input and Output parameters are included in the report. It is not typical to provide digital files.
48	Section 6we request the consultant provide additional information in terms of the stage area curve and the stage discharge curve for the equivalent of the stage storage discharge curve] as well as information related to the outlet configuration and discharge.	PCSWMM does not require stage storage discharge curve to be manually inputted like other modelling programs. PCSWMM is able to calculate the discharge based on the water levels. Surface areas are provided based on depth. This is in the model details. The outflow is based on the outlet structure provided in the model.
49	Section 6.2 We recommend the consultant provide a preliminary drawing of the proposed stormwater management pond including slopes, forebay, maintenance access and outlet to confirm the pond block size is adequate to accommodate the proposed pond as described in the report.	Noted. See attached plan 01840 SWM3
50	Section 6.2 Further discussions, in terms of the Durham Road drainage improvements and urbanization, and limiting of such, must be coordinated with the Municipality.	Noted. Cobide is working on behalf of the Municipality on this matter.
51	Section 8.1 We recommend the consultant provide a preliminary drawing showing siltation and erosion control measures including the temporary sediment pond and drainage channels demonstrating the property will not transport sediment off site. This plan should also show the potential staging and stockpile areas. Alternatively, this could be included as a condition in the Subdivision Agreement.	To be completed as part of detailed design
52	Section 8.2 We recognize the development is currently divided into 5 phases and the sitation and erosion control for the individual lots will be the responsibility of the future Builder, however, we recommend the consultant provide a pre-grading plan complete with the potential locations for temporary sediment ponds and drainage channels showing how the phasing and pre-grading will occur. Alternatively, this could be included as a condition in the Subdivision Agreement.	Site will be pregraded. To be added to the subdivision agreement
53	Despite the above comments, we do not anticipate the development having a significant impact on the local stormwater drainage system, provided the consultant provides the additional information requested above.	Noted
TRANSPORTATION IMPACT STUDY		
54	Section 2.1 The description of Bruce Street North does not appear to reflect the cross-section of Grey Road 4 through the study area and at the intersection of Bruce Road North (Grey Road 4) with Durham Road East. The road does not have sidewalks but does have paved shoulders which are likely to be used by pedestrians and cyclists.	Noted. This was a mislabel on our part. However, the presence of sidewalks on Bruce Road does not impact the report beyond that description.
55	Section 2.1 The lane configuration for Gardroxa Street North and Durham Road East indicates a dedicated NB right turn lane. There are 2 NB travel lanes on Gardroxa Street North passing through the intersection with the outside lane terminating immediately north of the intersection (in which case the lane effectively acts as a dedicated right turn lane at the intersection, albeit it is not marked as such.	Noted that this isn't a dedicated right-turn lane. The impact of changing this to a shared through-right would actually improve operations in our analysis, as the Northbound direction doesn't have the stop sign.
56	Section 2.3 The report utilizes Synchro ver9. Ver10 was released in 2017 (although in context of this study, it is unlikely that there would be any consequential changes to the traffic operations review).	We don't upgrade Synchro as soon as a new version is release, as it is quite the cost. In fact, MTO only stopped using version 8 about a year ago. We have version 10 now, but the analysis won't have changed.
57	Section 2.2 It is unclear as the difference between the "Existing Storage" and the "Available Storage" measures. Does the "Existing Storage" reflect the length of the full-width turn lane, or does it account for the required parallel lane (recognizing a turn lane includes a taper, parallel length and storage length)?	Generally this length is the measurement of the full width lane (not including taper). Again, in general, sometimes it is possible to separate storage length from parallel length if striped in a certain way. In this particular case, this just includes the intersection of Durham and Bruce and the queues are much less than the turn lane lengths, with or without parallel length (if there is a parallel component at this location).

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58	Section 3.3 It was unclear from Section 3.3 that an extension of Jackson Street would be provided via the adjacent background development (this was later addressed in Section 4.1.1).	While not specifically mentioned in the text of Section 3.3, Figures 3.2a and 3.2b show that Jackson Street was used by the tips generated by the development.
59	Section 4.1.1 The consultant refers to the traffic study prepared for the background development located immediately to the west of the subject site and includes the associated traffic volumes resulting from such through the study area network. In reviewing the distributions of the site and background developments, they differ. Explanation as to why they differ should be provided (given their proximity, a similar distribution would be expected).	The distributions for each report were based, at least partially, on the existing counts. As the counts were updated for this report, some variation is noted: some less to/from the south and some more to/from the west.
60	Section 4.2.2 In considering the future traffic projections, it is likely that some traffic from the background development would travel through the subject site via the extension of Jackson Street and access Durham Road via either Street A or Street G (for traffic to/from the east). This was not considered.	Background developments were assigned to use Jackson Street, as shown in Figures 4.2a and 4.2b (and the figures for background traffic from the subsequent horizons).
61	Section 5.1 The warrant for the 2035 Total conditions should be reviewed as results appear to the suggest the left turn lane is warranted (or close to it).	A southbound left-turn lane on Garofaxa and Jackson Street was noted to be warranted at the 2040 horizon. Agreed that it is very close by 2035, but not over the threshold. Since it is the long term horizon that the warrant is reached, our recommendation was that this condition be monitored to determine if and when the lane should be implemented.
62	The study should also address the following 1. need for right turn lanes at the site access intersections 2. suitability of the sight lines at the site access intersections 3. spacing of new intersections in consideration of TAC standards	1. Right turns at the site driveways were forecast to be in the single digits for the peak hours. These would not warrant consideration of a separate lane. 2. An official sight distance check was not performed as part of the scope of the study. The east driveway is on a straight and flat section of Durham Road and is not a concern. There is a hill to the west of the west driveway. With a posted speed limit of 50 km/h, the design speed could be considered 60 or 70 km/h, depending on jurisdiction. This would require 110 – 130 metres of sight distance to the west. 3. Spacing guidelines given in TAC indicate that minimum spacing between intersections on collector roads in 60 metres, which is less than the development plan shows. There are higher requirements for Arterials (200 – 400 metres), but the TAC manual considers "arterial" to be high volume with signalized intersections, which may not be applicable in this case.
63	The SB left turn lane on Garofaxa Street North at Jackson Street is warranted under 2040 total conditions - as a result of the combined volumes from both the background and subject site developments. The responsibility for the left turn lane (including confirmation of time of need) should therefore be resolved with both developers.	Noted
64	Despite the above comments, we acknowledge the development will not have a significant impact on the local area road system.	
STAGE 1 & 2 ARCHAEOLOGICAL ASSESSMENT		
65	We acknowledge the investigation resulted in the identification and documentation of no archaeological resources in the study area and therefore no further archaeological assessment of the area is recommended.	Noted

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	ENVIRONMENTAL IMPACT STUDY	
66	Section 11 The treed area within the property is considered significant. However, it is not expected to be greatly impacted by the development if the recommended mitigation methods outlined in the study are implemented and approved by the Municipality and SVCA (i.e. forest edge management and compensation plan).	Noted
67	Section 11 Two Species at Risk (SAR) were recorded within the property (Bobolink and Eastern Meadowlark). The study notes that due to the current agricultural use of the property, damage or destruction of the habitat is allowable.	Noted
68	Section 11 The potential for moderate bat habitat for SAR bats was discovered during the investigation. The study recommends the removal of the habitat during the bat inactive period (October 1 to March 31) and compensation in the form of artificial roosting structures be installed.	Noted
69	Section 11 Two Species of Special Concern were recorded within the property (Eastern Wood-Pewee and Wood Thrush). However, abundant nesting and foraging habitat exists within the immediate area.	Noted
	ZONING BY-LAW AMENDMENT APPLICATION	
70	The application appears to be complete in full with the appropriate information provided in the respective sections	acknowledged