

Commenting Agency	Comment Type	Comment Package 2020	Agent Response	PEC Response January 2022	Assigned to	Agent's Response
PEC DS	Planning	The proposal is 'intensification' as per section 2.4.1.5 of the Secondary plan as the redevelopment of underutilized lands rather than the extension of an existing neighbourhood. Section 2.4.3 of the Picton Urban Centre Secondary Plan defines intensification as: The development of a property, site, or area at a higher density or intensity than currently exists. Intensification generally occurs by means of redevelopment, development, of vacant and/or underutilized lots within built up areas, or expansion or conversion of existing buildings.	Recognize the proposal is technically defined as Intensification due to the location and it being an underutilized site the density is appropriate	Please in any documents moving forward label it as intensification not new neighbourhood development.	SvN	Acknowledged.
		The preferred density for 'Intensification' is 25 units/per net hectare and not 37 units per net hectare as noted in the Planning rationale. The proposal is for 44.6 units/ per net hectare please reduce the density to be closer to the preferred density target.	The density is reduced to 42.4 uph	*42.4 UPH is acceptable however it appears the public roads are not factored into this calculation, please provide the net residential density. *Density in exchange for community benefits under the old Section 37 of the Planning Act can only be collected until September 2022. All community benefits collected by the County until that time will go towards the County Affordable Housing Fund. Please provide the appraised value of the site prepared by CNREA Licensed appraiser so that the community benefit amount can be calculated.	SvN	The plan has been revised and the overall net density reduced to 39.5 units per net hectare.  Further to the draft LOI between FLC Group and Prince Edward County Affordable Housing Corporation, FLC Group will be constructing 60 rental apartment units. 21 of these units will be offered to the Housing Corporation to purchase and maintain as affordable over the long term.  As part of the subdivision agreement, FLC Group will agree to provide a "Housing Benefit" subsidy for three (3) years for each unit, based on 30% of income calculation at the time of sale. It was discussed at our meeting that would be in the neighborhood of \$500/month, to be confirmed once the 2021 Statistics Canada data is released in July 2022.  This arrangement will satisfy the requirement of Section 37 of the Planning Act. It is expected that this will also satisfy any potential future Community Benefits Charge as an in-kind contribution.
		As a means of creating complete neighbourhood Section 2.4.3.1 of the Secondary plan encourages the provision of broader mix of everyday uses (ie: mix of housing types, small commercial plaza etc.) in close proximity to intensification proposals. There are no commercial uses proposed on or near the redevelopment. Please provide a design which includes a more complete community by including commercial uses and mixture of housing types.	It is not feasible to provide Commercial on the subject site. Now providing 5 single detached, 16 two storey semi detached and 84 rental apartment buildings amongst the 420 two-three storey townhouses	*Commercial noted. * 69 percent of the proposed housing types are three storey townhouses; please provide a greater mix of housing forms;	SvN	The proposal has been revised to include a larger number of street townhouses, both two and three storeys. There are six 3-storey rental apartment buildings, and four 3-storey back-to-back townhouse buildings.  It is not feasible at this time to introduce a greater mix of housing forms. It is our planning opinion that there is an ample amount of single and semi-detached housing elsewhere in the County. The smaller, medium density units that make up the proposed development are designed to meet a housing need that is not currently met in the County. The provision of a mix of housing should be looked at across a municipality and not expected to be delivered through a single development.
		The secondary plan encourages intensification in the town residential area be compatible with the existing built form and character of the existing and surrounding neighbourhoods. How is this development maintaining & enhancing the existing built form of the surrounding community? Please submit a design which is more compatible with the existing built form and character of the surrounding area. Elements of compatibility to be considered include: a) Siting, scale, and design of new development in relation to the characteristics of the surrounding neighborhood, such as: scale, massing, setbacks, access, landscape treatment, building materials, exterior design elements, and lighting; b) Protection and enhancement of cultural and natural heritage features by means of siting, building design, and landscape design; and c) Architectural style, street pattern, and site arrangement where such style or arrangement represents a defining component of the surrounding neighbourhood or the historic or cultural significance of the area.	It is not desirable or appropriate to replicate the PMQ's. In the the surrounding community the homes are set back quite a distance from the street with driveways in the front yard. The revised proposal consolidates parking and the new buildings are sited in a manner that will serve to active street edges with all buildings having direct access from the street. The revised proposal introduces a distinct built character with 3 storey townhouse buildings.	*The built form can be reviewed at site plan. However, the placement of buildings should be reviewed. Please place single detached and semi detached dwellings adjacent to the existing neighbourhood to enhance the compatibility of the development with existing development. * To ensure the development is compatible with the existing adjacent development and the neighbouring lands please the park shall be public ownership. Please consider moving the parkland block to the adjacent 'school' lands so that a large neighbourhood park can be developed when those lands are developed.	SvN	The singles and semi-detached houses have been removed and replaced by street townhouses. The street townhouses are a ground-oriented form that are compatible with the surrounding neighbourhood. Replacing some of the back-to-back townhouses with street townhouses has reduced the need for large surface parking areas, since each townhouse has its own driveway and garage. This provides a greater amount of landscaped open space for communal enjoyment.  A requirement for public parkland was not identified in the pre-consultation letter dated Dec 17, 2019 from Paul Walsh, Manager of Planning Services. This is a condominium development which by definition will include professional property management with the skills and capabilities to manage landscaped areas. The central landscape space of 7,042 square metres will remain privately owned and maintained, but as it will front onto a public ROW it can be accessed by the local community.  Cash in lieu of parkland will be assessed and paid.

				In regards to the design of the Draft Plan please make the following changes: * Please upgrade Street 'A' to have a width of 20m and straighten the road at Phase 1 & 8. *Please include two new public roads with 18 m widths as shown on the drawing provided. *Please have the parkland parkland block as per Parkland Requirements * Please include the Stormwater Facilities as publicly owned blocks	Kirkor	The Applicant agrees to widen Street 'A' to 20 metres.  When the request for a public right-of-way across the property was originally made, we agreed to this, provided it would remain a low speed pedestrian- and child-friendly road. Providing a gentle curve is a traffic calming measure that ensures that drivers maintain a safe speed, and it also provides a more visually-compelling environment for pedestrians.  The public road has been placed at the south property line to facilitate future access to neighbouring lands. A cost sharing agreement to be entered into with these landowners if they wish to use the street frontage for access to the homes they build. A reserve block is provided as part of the the draft plan of subdivision.
		Planning staff supports utilizing the existing homes on site into an area to promote affordable housing either through a co-op/condo/freehold development.	The majority of the existing homes have fallen into disrepair and are not suitable for re-use.	Please provide a building assessment of the each of the houses being torn down and outline why they cannot be maintained	FLC Group	A building assessment report has been prepared by Criterium Jansen. It is enclosed with this submission.
		The Secondary Plan directs Council to work toward meeting a target of 33% of new housing to be developed as affordable housing (Section 4.3.5). This section outlines affordable as the most affordable of the following two options: a. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for households with incomes in the lowest 60 percent of the income distribution for the County; or b. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the County; Please outline which option will be followed and how the project is working to achieve this target.	Working with the municipality and housing corp to provide affordable housing	Noted- meeting March 1st with housing corp	FLC Group	A copy of the draft Letter of Intent is included with this submission.
		Section 4.3.16. of the Secondary Plan discourages the conversion of rental housing stock to condominium tenure if such conversion results in a reduction in the amount of comparable rental housing available to a level less than three percent as established by Canada Mortgage and Housing Corporation. Notwithstanding the current vacancy rate. Please describe how the proposed development is consistent with this policy.	The revised proposal includes 72 rental units, which is nearly double the number of rental units currently on the site, leading to a net surplus of rental housing units for the County.	Noted	N/A	The revised plan has 60 rental units.
		The proposed zoning by-law only proposes to rezone the land to a Special Urban Residential Type 3 (R3 Zone). However, the zone does not address the proposed open space use and stormwater uses. Please amend the zoning to allow for these proposed uses as required	Please see cover letter along with draft zoning by-law amendment	The parkland blocks and stormwater blocks are being requested to be publicly owned. Please rezone these blocks appropriately.	SvN	The stormwater ponds are being designed as attractive water features in landscape areas; these will not be dry ponds. Maintenance will be by the condominium property managers. There is no necessity for these ponds to be public owned.  Regarding parkland, please see row 7 above.
	Heritage Impact Assessment	Please review and respond to Heritage Impact Assessment peer review comments within this package (See pg. 5)	Please refer to CBC markup of the TMC peer review	Please refer and respond to TMC response	CBC Collective	The comments from TMHC have been addressed in this resubmission.
	Environmental Impact Study	The Mitigation measures in section 7 of the EIS will be required to be registered on title	Acknowledged	Noted	FLC Group	Acknowledged.

	Transportation Study	The proposed development the subject lands will require a second emergency required should CR22/London Avenue become inaccessible. An emergency access is access road from the southeast corner to CR22 to provide redundancy for EMS	A secondary emergency access will be provided at the southeast corner of the property where there is an existing access easement.	Please provide easement instrument confirming the easement is in benefit to the County for such purposes. Please note upgrades will be required.	FLC Group	This existing unpaved EMS access will be properly maintained by the developer and the condominium corporations. There is no purpose to upgrading this access for it to be torn up and replaced subsequently by the developer of the Kingsley Road property.  It is beyond the scope of this application to request improvements on lands that are not owned by the Applicant.  Documentation on the existing easement is enclosed.
		The County will not allow other lands to become land-locked as a result of this development. The proponent shall clarify how access and associated servicing infrastructure will be maintained to the surrounding lands.	The revised proposal includes a new servicing solution for water supply which initially will be funded by the Applicant and could support future development of adjacent properties. Please refer to Functional Servicing Report.	Please revise draft plan to include public roads which connect to neighbouring properties.	Kirkor	Street 'A' connects to the EMS easement which extends south to Kingsley Road. Street 'B' terminates at the north property line. It will provide a connection to the north, as well as public frontage for the school property, once it is extended by the adjacent property owner through the development approvals process. A cost sharing agreement to be entered into for this access.
	Functional Servicing Report	Please review and respond to Engineering Division/ peer review comments on functional servicing and stormwater	Refer to Engineering comment response below	Noted	N/A	N/A
	Fire Comments	Please review and respond to PEC Fire Comments	Fire hydrant locations have been shown on the Site Servicing Plan to reflect the revised Site Plan.	Noted	N/A	N/A
TMHC	Heritage Impact	CBC review the report from TMHC and provide a response letter with their revised report	Revised HIA and Response Letter	Please respond to the latest review (Nov 15, 2021)	CBC Collective	The comments from TMHC have been addressed in this resubmission.
Paradigm - Transportation Solutions	Transportation Study	No additional transportation study reporting is required as related to the zoning application; however, the following items should be addressed prior to or as part of the Site Plan Application review process: 1) Details related to sidewalks and laneways 2) Confirmation of on-site vehicle maneuvering requirements as related to trucks and emergency vehicles 3) Establishment of emergency access requirements and building design measures related to emergency situations 4) Preparation of a Transportation Demand Management plan, including the proponent's commitment to implementing and funding plan	Please see response letter and updated site plan. Emergency vehicles will be accommodated by the designated fire route, which complies with the OBC.	Please review and respond to the latest review (Jan 18, 2021). Please note staff will not be requesting a TDM.	RJ Burnside	Acknowledged. Please see 2nd submission response letter for our response to Paradigm's comments.
Development Services (Engineering Division)	Transportation	The proposed development is doubling the existing community population which accesses CR22 vis-à-vis a singular connection at London Avenue. In consideration, the proponent should contribute a reasonable share (ie. 1/3 of three leg intersection) toward future traffic signals at London/CR22 in the absence of a DC Bylaw.	Please see response letter for a traffic signal warrant analysis for the intersection of CR22/London Avenue	Noted.	RJ Burnside	N/A
		In looking at the surround areas adjacent to the subject site, and possible future growth areas, the proponent must provide service connections, and Municipal Road connections, to the lands to the North and South in mind of looping services and providing secondary travel points.		A 18.0m ROW is requested along the east property line. This will serve as a local collector between Kingsley Road and London Avenue. Consider making Reisling Crescent as a public road to provide access to the stormwater facility and lands to the south.	SvN	Street 'A' provides a connection to the unopened municipal ROW, which can be used by EMS services. When the lands to the south redevelop, that property owner will undertake the upgrading of that connection to full municipal standards. In the meantime, the Kingsley Rd connection will not be accessible to the general public, with use prevented by the installation of gates or bollards.
				Access roads to Phase 8 and Phase 6 shall not be placed at a road bend. Absent stop control will result in conflict points for straight thru traffic entering these Phases	RJ Burnside	Access roads to Phase 8 were not placed at a road bend in the previous site plan. Based on the updated site plan, Pinotage Lane is proposed to intersect Road A at a bend. However, southbound stop control on Pinotage Lane will be provided.

			Remove the access to Fish Creek Drive. If no infrastructure is located on this connection, the unopened Fish Creek Drive may be resold for development purposes.	SvN	Fish Creek Drive is an existing access that benefits current and future residents and contributes to a walkable street network with a number of route options. Access to Fish Creek Drive is required for the rental apartment buildings which will be a separate condominium corporation.	
			Please confirm horizontal alignments meet Transportation Association of Canada (TAC) design standards to accommodate a minimum 40km/hr. speed limit.	RJ Burnside	A review was conducted of the horizontal alignments of the proposed public streets, which exceeds the horizontal stopping sight distance requirements of the TAC Guide. It is the developer's intention that the public street system be primarily focused on serving pedestrians and cyclists with motorists being the last priority. Therefore, the proposed geometrics, which will also include raised intersections and pedestrian crossings, are designed to encourage reduced motor vehicle speeds to 40 km/h or less.	
			Please remove street names in favor of "Street A", "Street B". The street names provided are not approved.	SvN	Public Street names are shown as Street A and Street B.	
			Vineridge Boulevard shall be an extension of Inkerman Avenue.	SvN	VineRidge Boulevard is now Street A, which is an extension to Inkerman Avenue.	
			Parking areas shall be setback from intersections a minimum of 15.0m or daylighting whichever is greater.	SvN	Parking areas are setback from intersections at a minimum of 15 m. It is our understanding that the County does not have daylighting requirements.	
			Temporary turnaround(s) blocks required on Municipal Road if it will be constructed in phases. Turnarounds will need to be provided within each phase (if a dead end street results)	RJ Burnside	The revised proposal anticipates construction in 2 phases, as shown on the site plan. The requirement for temporary turnaround blocks is noted. These will be detailed in site plan applications for each phase of development where a dead-end public street results.	
	Potable Water	The modelling indicates that there is insufficient water for FUS fire protection under maximum day demands (ie. theoretically 20% short, operationally undetermined) due to assumed severely corroded water mains from the booster station to the subject lands. Accordingly, further investigations are required, including hydrant tests and physical intrusions/coupons, to visually confirm the corrosion and to determine if a watermain replacement program is required to support the proposed development.	Additional hydrant flow tests were performed in May 2021 with the findings added to the FSR. A new watermain is proposed along the south boundary from the watermain on County Rd.#22 to the site to solely service VineRidge and adjacent properties to the south.	A sole/separate feedline will not be approved as this will create duplication in assets for the municipality. The existing main can be upgraded to support the development but must also be connected to all existing services with all costs to be borne by the developer. During the design phase (after draft plan approval) additional water modelling shall be conducted to refine the existing model and modelling results. This would start with confirmation of the details of the BPS control system through the full range of flows. The model would also need to be updated and account for the existing or any new backflow preventer. The modelling will also be needed to develop recommendations for adjusting the pressure set-points at the BPS. Losses from metering chambers shall also be considered in model. Inclusion of undeveloped lands adjacent to this development should also be included in future modeling exercises.	John Towle	The Developer has agreed to remove and replace the existing watermain on County Road 22, London Street and Inkerman Street from the Booster Pumping Station (BPS) with new PVC watermain of the same size. In addition, all existing water service connections along this route will be connected to this new watermain and pressure reducers added at the connection points to the existing watermain from connecting streets. It is acknowledged there will only be one watermain feed from the BPS to the site. Vacant lands abutting the site to the north and south have recently proceeded with development plans and it is our opinion that they will each have more opportunity to provide an additional link to the BPS to provide a looped watermain system for the area. R.V. Anderson Associates (RVA) have requested that the County provide the water demand for the future developed lands to the north and south in order to update the model in the future. RVA have re-modeled the single feed watermain system with the aforementioned watermain replacements and have determined that the minimum 40 psi peak hour demand (PHD) operating pressure can be achieved for the entire proposed 432 Unit development. RVA's recent modeling determined that a minimum Fire flow pressure of 73 psi is available at the northeast corner of the project under the full build out scenario during Maximum Daily Demand (MMD) with one backflow preventer. This exceeds what is calculated as being required. If a higher required Fire flow is deemed to be needed during the detailed engineering design phase additional pressure could be provided by increasing the size of the municipal watermain from 200 mm dia. to 250 mm dia. RVA recommends that one 150 mm dia. backflow preventer be installed in the meter chamber on the replacement 200 mm dia. watermain at Caen Court before the VineRidge project. No private backflow preventers within the project will be required. The Applicant agrees to replace the existing watermain at its cost. However, if the Applicant is also responsible for providing connections to all existing properties, the connection charge should be calculated as net of the number of existing homes as this is a community benefit being provided by the Applicant.

			ON page 4 of the Functional Servicing Report it states "- RVA used this Fire Flow rate in modeling the watermain system that would involve the replacement of the aforementioned existing watermain. The modeling calculations indicate that adequate Fire Flows would be available on site and in the majority of Macaulay Village but the PHD in Macaulay Village would be nominally below the minimum 40 psi required" - When the water model was run and the drawings showed the system pressures (~40psi) what was the discharge pressure at the station?	John Towle	RVA recalibrated the water model using the May 21, 2021 hydrant flow tests and determined that the modeled discharge at the BPS was 72 psi. They were provided with the SCADA data during the hydrant flow test and found that the 72 psi was within the ranges of discharge pressure shown in the SCADA data for that day.
			On Page 4 of the Functional Servicing Report it states "This deficiency may be resolved by either modifying the existing pump control settings or by replacing all booster pumps in the BPS." - The water & wastewater department are not interested in modifying the existing pump control settings, at this time, as it is not necessary for the existing development. Consideration can be given to adjusting the station discharge pressure up to the design pressure, in the future. Other infrastructure and equipment at the Booster Pumping Station (e.g. generator) may need to be considered not just simply replacement of the booster pumps.	John Towle	As sufficient Fire flow is now available to the project, the pump settings in the BPS do not need to be investigated now. In addition, no additional modeling is required at this time. RVA has confirmed that the pressure in the distribution system would improve and allow for both Macaulay Village and the VineRidge system to remain above 40 psi during Peak Hour Demand (PHD).
			An increase in water pressure could negatively impact existing infrastructure. This shall be reviewed during design phase and if necessary the developer shall be required to install pressure reducing valves to create a reduced pressure zone in order to protect the integrity of the existing system, with all costs to be borne by the developer.	John Towle	As noted earlier, pressure reducing valves would be installed where the existing watermain connects to the new replacement watermain to ensure that there will be no negative impacts on the existing infrastructure. This would be closely monitored at the final charging of the new watermain. A temporary at grade watermain would be required during the watermain replacement that the existing Macaulay Village watermain system and service connections would use.
			A servicing corridor is requested along the east property line. The purpose is to provide a location for future watermain looping between Kingsley Road and County Road 8.	John Towle	The current Site Plan proposes two municipal ROWs that would be utilized to provide the required link for area watermain looping from the future developments to the north and south.
			Phases must have metered water service from the municipal road. Phase 7 will require a service line through the park with rear yard services (and extension to the road for hydrants). A servicing plan is recommended to set out how units will be serviced and metered ahead of final approvals.	John Towle	A single bulk water meter will be required for the development. The condominium corporations to assume joint responsibility for water consumption including the submetering of the individual condominium units with a professional submetering company. There is currently a bulk supply to this site; the existing homes are served by a bulk meter installed in a chamber on Inkerman Avenue.
			It is proposed that each Phase will have a separate metering chamber/ backflow prevention. Design consideration shall include private hydrants as part of this meter configuration. The metering /backflow prevention chambers are installed at property line where water mains transition from public to private. Individual water meters are also installed into each unit in accordance with municipal policy.	John Towle	A single bulk water meter will be required for the development. The condominium corporations to assume joint responsibility for water consumption.

	Wastewater	The sanitary sewer model shows the existing system incurs some surcharges during wet weather events downstream of the proposed development, and that the proposed development will exacerbate the existing surcharge condition. Notwithstanding, it is noted that neither pre-development nor post-development conditions will breach the top of the manholes (ie. still contained within the system). Accordingly, the downstream sanitary sewers will require oversizing in the future and the proponent should contribute to a proportional share of oversizing costs in the absence of a DC Bylaw.	The FSR proposes areas where sewer replacement is recommended with associated dialogue.	We disagree with the recommendations in the FSR to replace only two sections of pipe. RVA recommended that the pipes in all surcharged sections be replaced by pipes at the same gradient and one size larger. The required upsizing shall be confirmed through design and consideration given to offsite contributing lands. While we agree that pipe upsizing is plausible at this pre-draft stage, the detail of where the upsizing is required and how it is to be incorporated and to what standard, will be determined during design phase (post draft approval)	John Towle	The County's peer review consultant has modeled sanitary sewer flows from the site to the treatment facility and determined which sections are surcharged. The Applicant agrees to replace these sections with one size larger pipes. The Applicant does not agree to upsize all sanitary pipes as this is not necessary based on the modeling. As upgrading of these pipes will be of benefit to the Picton Heights community generally, and not just the VineRidge development, an adjustment should be made to sanitary sewer connection charges.
				A sanitary sewer design chart is required to determine conveyance capacities. A pipe chart was provided however does not provide estimated flow/capacity information.	John Towle	Refer to the March 2021 RVA Sanitary model which provides the graphics and figures showing the current capacity and flows expected during peak storm events and how close the system is to surcharging.
			VineRidge Boutique Towns - Functional Servicing Report - page 6- "We calculate the estimated sanitary sewer discharge to be 22.61 L/s for an estimated population of 1,194 people (525 Units)." -	22.61 L/s flow over an entire 24-hour period equates to about 1953.50 m3. This is a significant volume of additional wastewater that will need to be treated at the Picton Wastewater Treatment Plant. Plant capacities shall be confirmed prior to allocation. Note that allocation is not guaranteed until a subdivision agreement is fully executed and registered.	John Towle	Refer to the March 2021 RVA Sanitary model which provides the graphics and figures showing the current capacity and flows expected during peak storm events and how close the system is to surcharging.
			VineRidge Boutique Towns - Functional Servicing Report - page 7- "Under full VineRidge Boutique Towns development conditions (original 560 units, 1,188 people), RVA determined that nine sections of sanitary sewer will be surcharged. A closer look at these surcharged sections reveals that most occur to the east of County Rd.#22 where there are no house connections. RVA recommended that the pipes in all surcharged sections be replaced by pipes at the same gradient and one size larger."	Please note All sanitary pipes are to be same size between manholes	John Towle	We do not agree that all sections downstream of the two sections of pipe that we propose to replace be replaced with the same size pipe. ie. 300 mm dia.. as this requirement is not currently met on the existing pipe system downstream.
				Lands north of the development may split sanitary flows. We will require engineering to confirm contribution lands that must flow south to avoid the need for a pumping station.	John Towle	As stated earlier, it is our opinion that lands to the north cannot be included in the VineRidge sanitary system due to capacity constraints. We propose to construct 250 mm dia. sanitary sewer on site at 0.30% gradient. Lands to the north to outlet to the existing sanitary sewer on London Street where they front.

	Stormwater	The proponent shall demonstrate how the minor and major storm events will be safely conveyed to the receiving waterbody. It is unclear if there is a defined outlet, through adjacent private lands, with a safe conveyance route for minor and major stormwater events. It is noted that a detailed assessment of the proposed stormwater management proposal has not yet been completed.	Please refer to Conceptual Stormwater management report (Section 4.5). The conveyance capacity of the watercourse was estimated using available survey. It was determined that the swale has the capacity to convey the 100-year uncontrolled storm event (in the event that both SWMF are 100% blocked). It is noted in the report that a more detailed assessment will be completed during detailed design, once more survey information is available. This watercourse is conveyed	The downstream swale capacity was completed based on assumptions. Confirmation shall be based on data. The County has LIDAR data that may be used to complete this evaluation ahead of a field survey. Is the downstream water body a legal watercourse with riparian rights? If no, design considerations shall be given to allow downstream piped outlet for both the major and minor storms.	Aird & Berlis	The proposed stormwater management facilities will provide erosion, quality and quantity controls, as such, the downstream swales conveyance capacity will not be affected by the proposed development.  Riparian rights are typically incidental to the property in the land through which it passes. The watercourse does not pass through the subject property, and there is no documentation of riparian rights on title.
				Stormwater catchment areas provide for offsite lands slated for development. Can the stormwater pond be amended to include these lands as contributing developed? The purpose is to reduce the number of stormwater facilities required at full build out.	John Towle	The stormwater ponds will only serve the subject property. The school site slopes to the north, west and east. The properties to the south slope south.
				The stormwater facilities will accept runoff from both public and private lands. Will these facilities be publicly owned? If yes, access to and working easements surrounding required	John Towle	The proposed stormwater management facilities to be privately owned and maintained and operated by professional property management for the condominium corporations. Easements to be put in place as necessary.
	Other	The site is located within 500m of Picton Airport. Confirmation is required that the proposed is compatible with aviation restrictions within a glide path or that such restrictions do not apply.	We were not able to obtain a copy of the airport height restrictions - kindly provide.	No longer a comment please disregard	N/A	N/A
		The proposed development landlocks the former school lands both from entrance access and water/sewer/storm servicing connections. This could require umbrella access/servicing easement over subject lands or change development concept from condo to freehold on municipal ROW/services. Please propose a resolution to this issue.	The Owner will be discussing this matter with the County.	Unresolved. We require municipal road frontage to the school property.	SvN	The school site has municipal road frontage on London Avenue, and will also have frontage on Street B once it is extended to the north by the property owner.
	Draft Plan			During Site Plan design the garbage enclosure adjacent to 20 Inkerman Ave (your #34) must be moved away from the existing residential area.	Kirkor	Garbage enclosures have been relocated per revised site plan.
				During Site Plan design two (2) garbage enclosures adjacent to the school must be relocated away from the school area.	Kirkor	Garbage enclosures have been relocated per revised site plan.
	Parkland			Consider placing parkland adjacent to the Conservation Authority lands to the east or future development lands to facilitate a larger common park.	SvN	The Village Green is central to the neighbourhood and is a defining feature of this community. A connection to the conservation lands is provided so residents of VineRidge and the surrounding area have access to this great public amenity.
Fire & Rescue Services	Water Supply	With the addition of 560 homes connected to the Municipal water service at the property line I have concerns that there will be an inadequate water supply at the fire hydrants to fight fire if one was to occur. In the package provided by the developer there were no indications of the placement of the fire hydrants and their spacing.	The proposed development has been reduced from 560 Units to 526. Fire hydrant locations have been shown on the Site Servicing Plan to reflect the revised Site Plan.	Noted.	N/A	N/A

	Roads	I would like conformation that the turning circle and road geometry is going to be designed to accommodate our fire vehicle dimensions.	A turning circle is no longer proposed as shown in the updated site plan. Emergency vehicles will be accommodated by the designated fire route that complies with the OBC.	Noted. Fire route subject to change with Public road.	Burnside	Acknowledged.
	Caen Court	They have indicated in the drawings that they are going to block off Caen Court on the east side and put a parking lot. This would leave one way in and out with no turn around for emergency vehicle. Accesses to a fire hydrant would be impossible as well if a fire was to occur.	Both accesses to Caen Court will be maintained as shown in the updated site plan.	Noted	N/A	N/A
Quinte Conservation	Stormwater	The proposed development will be serviced by storm sewers discharging to 2 stormwater ponds. The proposed ponds will provide both quantity and quality (Level 1) control. Offsite drainage will be conveyed to the northern pond. Staff have no concerns with this approach. The submitted design should be considered preliminary. Detailed calculations and engineering drawings will be required for future reviews.	Acknowledged	Noted	N/A	N/A
	Regulation #319/09	The subject lands are not located within an regulated area of Ontario Regulation #319/09 - Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses). A permit from this office will not be required.	Acknowledged	Noted	N/A	N/A
	Quinte Source Protection Plan	The Property is located within the Town of Picton's Intake Protection Zone 3a for source water protection. Please see the attached clearance notice from the Risk Management Official.	Acknowledged	Noted	N/A	N/A
	Environmental Impact Study	As per the study by Beacon Environmental the majority of the site consists of manicured lawns, roads and driveways and has a history of disturbance including vegetation clearing and maintenance. The forest cover is minimal consisting primarily of Eastern Red Cedar. There are no wetlands on the site and the 2 drainage features provide only local drainage, supporting infrequent flow. There is a very small mixed forest community at the northeast corner of the site which is considered part of the adjacent ANSI. The report has recommended a 10 meter buffer. There were no flora or fauna listed under the ESA observed in the Phase 1 development. However, there is a small overlap of potential suitable habitat for Eastern Meadowlark. The consultant has recommended further discussions with MECP and additional surveys. It is understood that MECP may require habitat compensation. Further, additional surveys will be completed for SAR bats. Staff have no concerns with the EIS.	A request to MECP has been submitted to determine if there is a requirement to undertake any actions owing to a very small overlap between Eastern Meadowlark habitat and Phase 1 development. To date a response has not been received.	Noted	N/A	N/A
Heritage Advisory Committee (Nov 21, 2021)						
Heritage Advisory Committee (Nov 21, 2021)	Heritage Impact Assessment	TMHC should be given the opportunity to defend CBC's questioning of their qualifications in CBC's first Sticky note response in peer review.		TMHC has reviewed and responded please refer to Nov 15, 2021 email response from TMHC	CBC	Please refer to updated HIA.
		Planning should request TMHC's expert comments on CBC's Revised HIA, including CBC's sticky notes to the peer review		TMHC has reviewed and responded please refer to Nov 15, 2021 email response from TMHC	CBC	Please refer to updated HIA.
		Both CBC and TMHC should receive a copy of this PEHAC Review		Please see review in documents sent Jan 21, 2022	CBC	Acknowledged
		Planning should identify mechanism for engaging the public respect to the cultural heritage of the site as soon as possible, one option being a public meeting hosted by PEHAC that brings all the parties to the table		All documents have been made available to the Public and Multiple Public meetings have been held.	N/A	N/A

	Planning should require CBC to complete the necessary research by viewing specific document at Library and Archives Canada (The Chapel Plans donated by Mill and Ross Architects and b) Textual File- Married Quarters - Picton Ont;) as both documents may yield crucial information for the evaluation		CBC please review and comment on the documents.	CBC	Please refer to updated HIA.
	Planning should consider requiring an archeological assessment		Planning reviewed this at pre-consultation and reviewed provincial guidelines for requesting an archeological assesment and found that the guidelines did not trigger	N/A	N/A
	Retain the road pattern of Nery and Inkerman avenues and locate the new housing within the already defined landscape spaces. Keeping the road layout will help to conserve the value of the cultural heritage landscape and be a powerful memor of the PMQ neighbourhood		Planning has taken into considieration however believe the road pattern outlined in the comments sent Jan 21, 2022, will better serve the community into the future.	N/A	N/A
	Retain atleast one of the churches and use any retained houses for permanent rental, not short term accomodation		SVN/CBC please respond	SvN	2 retained houses to be refurbished and sold.  FLC has undertaken a study of both of the churches and have determined that their conversion to community amenity will be cost-prohibitive and their design/construction does not easily lend itself to being retrofitted for other uses.
	Consider retention of more houses, representative of various types. It desireable to keep some houses in their original location but it is acceptable to make a goruping.		SVN/CBC please respond. As well please submit a building assessment of the each of the houses being torn down and outline why they cannot be maintained;	SvN	To preserve the history of the site, two existing homes on Nery Avenue will be fully refurbished to be sold as inventory. All the existing buildings on the site are in poor condition physically and are functionally obsolete. The cost of refurbishment will significantly exceed new construction costs for similar size accommodation.
	As the design evolves, provide opporunities for further input and comment, in particular with respect to design that is compatible with existing heritage elements		As the appliactions progress to site plan Planning will continue to circulate Heritage Advisory Committee	N/A	N/A