



RESPONSE LETTER

Flatt Point Subdivision (OPA, ZBA, DPS, DPC) - 3401 County Road 13

Consent Application - 3271 County Road 13

Prince Edward County

Technical Review Comments (September 19, 2025)

Municipal Contact: Emily Overholt

December 22, 2025

Dear Ms. Overholt,

Thank you for providing the comments as noted above on the subject applications. Please see below for our response to each comment, along with the following supporting documents:

1. Updated Subdivision Development Plan (DVP-2) (Jewell Engineering, December 2025);
2. County Road 13 Connection Detail drawings (DE-2A – DE-2D) (Jewell Engineering, November 2025);
3. Road Allowance Crossing Detail (DE-3) (Jewell Engineering, November 2025);
4. Private and Condo Road Cross Sections (DE-1) (Jewell Engineering, December 2025);
5. Disturbance Plan – Shore Wells (DSP-1) (Jewell Engineering, November 2025);
6. Preliminary Stormwater Management Report (Jewell Engineering, December 4, 2025);
7. Hydrogeological Addendum Letter regarding Shore Wells and D-5-4 Evaluation (Malroz Engineering Inc., December 15, 2025);
8. Transportation Impact Study (update) (Arcadis, November 24, 2025);
9. Environmental Impact Study (update) (Ecological Services, December 20, 2025);
10. Planning Addendum Letter (The Boulevard Group, December 22, 2025).

Development Services Comments

General Submission Comments

1. COMMENT: A Hydrogeological Addendum Study is necessary to demonstrate that nutrients from the proposed septic systems can be attenuated per applicable standards from the Ministry of Environment.

RESPONSE: Please see the enclosed Hydrogeological Study Addendum Letter prepared by Malroz (#7), which speaks to the applicable MECP D-5-4 standards in relation to the proposed subdivision lots and septic system.

2. COMMENT: A revised Stormwater Management Report is required to assess the development based on the revised laneway location. The Report should provide additional details regarding flow direction of the proposed road and surrounding drainage paths. The report should indicate where runoff from the west side of the laneway is being directed. Additionally, the report should verify whether the existing drainage pattern along the unopened road allowance will be adversely impacted.

RESPONSE: Please see the enclosed Preliminary Stormwater Management Report prepared by Jewell Engineering (#6). Note that this is an update to and replaces the original April 2021 Engineering Stormwater Management Design Brief by Groundwork Engineering.

3. COMMENT: A revised Traffic Impact Study should be provided to assess the revised entrance location. The TIS needs to be more comprehensive than that provided with the initial submission and should include the following, at a minimum: existing entrance conditions, projected entrance conditions, peak times, pedestrian/cyclist conditions, etc. using data that is less than five years old; acknowledgement that the proposed entrance will be a private road intersecting with County Road 13 and not a typical residential entrance; assessment of entrance location based on setback requirements in relation to other entrances; assessment of required sight triangles; recommendation regarding dimensions for the access and inclusion of design considerations per criteria from the Transportation Association of Canada Guidelines Chapter 9 Geometric Design Guide for Canadian Roads for a new access and an access on a curve.

RESPONSE: We met with Prince Edward County Planning and Engineering Staff on October 28, 2025 to review this comment and the expected scope for the updated TIS. Based on that meeting, the enclosed updated Transportation Impact Study was prepared by Arcadis (#8). This work also included preparation of a

number of exhibits by Jewell Engineering (#2) illustrating the design of the entrance, which were prepared in consultation with the Arcadis Transportation Engineer.

Cross Section

4. COMMENT: The cross section includes ditching that would cross the unopened road allowance. If the road allowance were to be opened in the future, this would impact grading of a future access. Drainage ditches may need to be buried to avoid grade changes within the road allowance. If the applicant intends to seek approval to close a portion of road allowance, as discussed below, this would not be a concern.

RESPONSE: Jewell Engineering reviewed the portion of the proposed private road that would cross the municipal road allowance, including assessing existing and proposed grading, and prepared the enclosed Road Allowance Crossing Detail (#3). The preliminary design concept does not include a ditch that would inhibit future access, and includes a road culvert to ensure appropriate drainage. We expect that any agreement that addresses the use and improvement of this portion of the road allowance to support the subject applications would also include a condition regarding future improvements to the crossing to accommodate public access to the road allowance, with such improvements being the responsibility of the private party to the agreement.

5. COMMENT: Please verify that the entirety of the proposed laneway, including the section that crosses neighbouring property, will be constructed per the cross section.

RESPONSE: Please see the enclosed Private and Condo Road Cross Sections prepared by Jewell Engineering (#4) showing "typical" road cross-sections for both the private road (easement lands) and condo road (subdivision lands). Because the ROWs associated with the condo road and private roads are different, the design is somewhat different as it applies to the roadside ditching. Please also refer to the Preliminary Stormwater Management Report prepared by Jewell Engineering (#6) as this includes information about stormwater conveyance and drainage associated with the private and condo road designs.

Concept Plans

6. COMMENT: Please update Concept Plans to show revised laneway location.

RESPONSE: Please see the enclosed updated Subdivision Development Plan prepared Jewell Engineering (#1) showing the updated private road and condo road location.

7. COMMENT: The Shore Land design concepts illustrated in Appendix A of the Official Plan all use shared driveways to facilitate access to individual lots. The use of shared driveways would reduce hardscaping and provide for more efficient ingress/egress. Please consider incorporating shared driveways into the next submission.

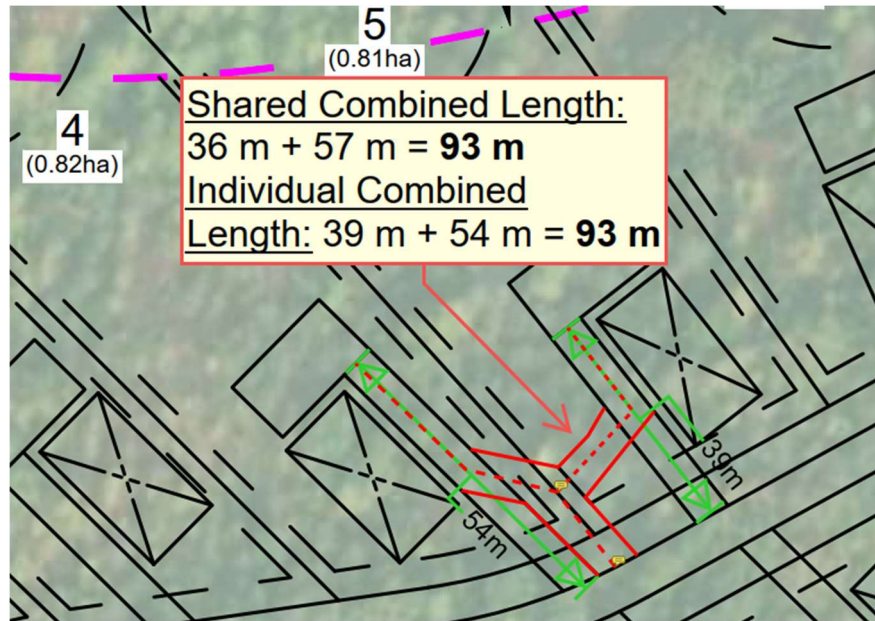
RESPONSE: We had reviewed the various “Shore Land Subdivision Concepts” previously as the original and revised plans were prepared, including the idea of shared driveways. In principle, a shared driveway is presented as a way to reduced hardscaping and limit the number of entrances on a road. We note that not all Concepts and not all lots in the Concepts show shared driveways. We also note that their value and practicality can be limited.

Regarding the number of entrances, while shared driveways do limit the number of individual entrances, each of the 16 lots having their own entrance to the condo road is not anticipated to present a traffic issue given the nature of the condo subdivision road as a cul-de-sac road with no thru-traffic. Shared driveways are typically more likely to be considered and implemented where accessing a busier road and/or a road with limited sight lines or access opportunities.

Regarding the benefit of shared driveways to reduce hardscaping, this is not always the case with shared driveways, particularly where their length is shorter. This is due to the fact that the required additional driveway length parallel to the road from the shared access point can negate any reduced length achieved by the shared entry portion. Please see Figure 1 below for an illustration of a theoretical shared driveway between Lots 4 & 5 that results in a total length of driveway that is the same as individual driveways (93 m).

Practically speaking, shared driveways do present some challenges for long-term shared maintenance between two private property owners. While the Condominium Corporation associated with the condominium road creates the mechanism for sharing of maintenance, insurance and other costs, a shared driveway on the private subdivision parcels would be outside of the condominium and therefore it would fall to the individual property owners to manage shared maintenance and cost, which is less preferable than individual ownership. The

Official Plan does not provide direction or appear to contemplate how this element of shared driveways would be managed.



On this basis, it is proposed that individual driveways be maintained as the default approach, but if desired by the municipality, the subdivision design could include the option for a shared driveway approach as part of the detailed design phase (i.e. engineering drawings for Final Plan of Subdivision approval can show an “alternate design” for a shared driveway option).

8. COMMENT: Please delineate Eastern Meadowlark habitat so that buffer can be applied per the EIS recommendation.

RESPONSE: Please see the enclosed updated Environmental Impact Study prepared by Ecological Services (#9). We note that this habitat area is located off-site of the Subdivision lands and that the habitat itself has changed since the original EIS such that it is potentially no longer suitable or has only limited suitability. There are recommendations in the EIS as to the approach for future construction of the private road on the Consent lands, but it does not affect the subdivision lands themselves.

9. COMMENT: Lands impacted by the regulatory floodplain cannot contribute to parkland requirement. Further, lands outside of the floodplain are oblong and potential uses appear to be limited. Staff are concerned about the viability of a park in Block 17. It appears that cash in-lieu may be necessary. Should the

applicant wish to proceed with the establishment of a park in this area, a Concept Plan showing a driveway/parking area should be provided.

RESPONSE: Acknowledged and agreed that the required parkland conveyance would best take the form of cash-in-lieu of parkland, which is consistent with previous comments from Staff on this matter after the initial review.

Development Plan

10. COMMENT: Please show setbacks between buildings, septic systems, wells and floodplain/wetland boundary. Please indicate approximate GFA for dwellings and indicate setback between dwellings and front lot lines.

RESPONSE: Please see the enclosed updated Subdivision Development Plan prepared Jewell Engineering (#1) showing setbacks as dotted lines along the boundaries of each lot, as well as Notes indicating the setbacks and identification that the building, septic and well locations/sizes are for illustration purposes only. It further indicates that the dwelling footprints are indicated as 250 sq.m., which is anticipated to be consistent with a “typical” footprint of a dwelling in the subdivision.

11. COMMENT: Please identify waste collection location.

RESPONSE: Please see the enclosed updated Subdivision Development Plan prepared Jewell Engineering (#1) showing the “Garbage Collection Area” located near the entrance to County Road 13, but outside of the sight triangles, as indicated in Jewell’s County Road 13 Connection Detail exhibit DE-2A (#2).

12. COMMENT: Please show turning radius for the laneway.

RESPONSE: Please see the enclosed updated Subdivision Development Plan prepared Jewell Engineering (#1), which includes turning radii for the laneway as well as the condo road. Jewell’s County Road 13 Connection Detail exhibits (#2) also show turning radii and turning movements for emergency vehicle access to the private road from CR13.

13. COMMENT: The 2021 EIS indicates that wellheads within the 50-metre buffer should be assessed on a case-by-case basis. The Shore Well Evaluation specifies that the proposed lots would be serviced by individual shore wells. The impact of 16 wells and servicing access routes should be assessed as the EIS recommends that 80% of trees within the buffer space be retained. Alternatively, a communal service could be considered.

RESPONSE: Please see the enclosed updated Environmental Impact Study prepared by Ecological Services (#9) as well as the Disturbance Plan prepared by Jewell Engineering (#5), which indicates a 5 m disturbance area around the shore well. Ecological Services contemplates and supports the installation of the shore wells in their approximate location within the 50 m buffer/setback area, as shown on the Subdivision Development Plan.

Easement Concept Plan

14. COMMENT: There appears to be an outbuilding on abutting property within the 7.5 m setback requirement that would apply to the proposed laneway. Will the building be demolished?

RESPONSE: Yes, it is anticipated that this former dwelling will be demolished, which is identified in the cover letter accompanying the May 2025 Consent application.

15. COMMENT: There are numerous visual obstructions at the intersection of CR 13/the proposed laneway. The easement should be extended to include the required sight triangles so that the condominium corporation has the authority to ensure that the lands remain unencumbered.

RESPONSE: Please refer to the enclosed updated Transportation Impact Study prepared by Arcadis (#8) that assesses the sight lines for the entrance to County Road 13, as well as Jewell's County Road 13 Connection Detail exhibits (#2).

Opinion Letter RE Laneway Easement

16. COMMENT: A licencing agreement is proposed to facilitate maintenance of the section of the proposed laneway that would cross the unopened road allowance. Staff have identified two alternative options to facilitate construction, maintenance and vehicular access within the unopened road allowance, these being:

- a. The applicant addresses Council and requests that a portion of the unopened road allowance extending from County Road 13 to where the intersection of the proposed laneway and road allowance would terminate; subsequently, the lands are acquired by the applicants. Notably, the portion of road allowance abutting the neighbouring property at 3287 County Road 13 would need to remain open. Further, staff may request that an easement for public access be granted over the road allowance as a condition of approval;

- b. The applicant addresses Council to request that an application for right-of-way be submitted to permit the aforementioned uses over the portion of road allowance that intersects with the proposed laneway;

Staff are currently seeking a legal opinion regarding constraints and risks associated with the three identified options and will provide an addendum letter to address these options in detail.

RESPONSE: Based on previous conversations and submissions, our preferred approach is an iteration of Option “b”. It is not clear that there is the need to create a ROW over the road allowance because we understand that it is already “open” for the public to walk or travel on, just not improved or maintained. A license agreement would dictate the terms of that use and any improvements, insurance, maintenance, etc.

- 17. COMMENT: As previously indicated, a permission would need to be provided to facilitate legal access over the portion of laneway extending from County Road 13 to a portion of frontage for 3287 County Road 13 so as to facilitate ingress and egress in accordance with Municipal/Provincial standards.

RESPONSE: Acknowledged and agreed. It is intended that the Consent to be given will include an easement in favour of 3287 County Road 13, as per the cover letter accompanying the May 2025 Consent application that describes the extent of the proposed easement.

Closing

We trust that the above and enclosed adequately addresses the provided comments, but please do not hesitate to contact the undersigned should you require anything further.

Sincerely,

The Boulevard Group



Mark Touw, MCIP RPP
Principal, Urban Planner

Cc. 712223 NB Ltd. c/o Michael Kerford