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Professional Engineers Ontario

March 24, 2026

The Corporation of the County of Prince Edward
280 Picton Main Street,
Picton, ON K0K 2T 0B9

Attention: Angela Buonamici, Manager of Planning

Dear Angela,

Re: Redtail Winery
Application for Draft Plan of Condominium, Site Plan and Removal of Hold – Third Submission
19314 Loyalist Parkway, Prince Edward County
Engage Engineering Project No. 23101

We are in receipt of Comment Letters provided by the Corporation of the County of Prince Edward and Quinte Conservation with respect to the 3rd Site Plan Control, Submission for the proposed Redtail Vineyard development.

The relevant civil comments are in the order they were presented in the following letters:

- Application for Draft Plan of Condominium, Site Plan Control and Removal of Hold – Third Submission Comments (revised) from Angela Buonamici, Manager of Planning dated February 27, 2026

1. Signage Plan

Comment 12: The underground storage tanks appear to encroach into the required fire route which is indicated as having a 6.0 m dimension on the landscape plan. Please realign the fire route to provide a minimum width of 6.0 m exclusive of the storage tanks or verify that tank performance will not be impacted by traffic above.

Response 12: The location of the underground storage tanks have been revised to avoid the encroachment with the fire route.

2. Traffic Impact Study & Cross Section

Comment 17: Please indicate width of entrance on the cross section and verify that the entrance/internal road network can accommodate emergency services per within the Traffic Impact Study Addendum Letter. For reference, emergency

service standards are outlined in By-law 3121-2012.

Response 17: The width and radius of the entrance has been noted on the civil drawings. The width of the entrance at the property line and through the site is 6m, which is in line with the TIS and By-Law.

3. Quinte Conservation – November 26, 2025 Letter

Comment Letter: As per QC's last response, staff are generally supportive of the onsite stormwater strategy outlined in the stormwater report. Both adequate stormwater quantity and quality control are obtainable by the approach proposed. The very low impervious cover and development density, makes the use of BMPs, lot level controls and treatment train approaches suitable design approaches. Staff have no outstanding concerns with the operational stormwater design.

Please note that previous concerns, although acknowledged, have not been addressed in the Response Matrix. Specifically, the two parking lots (daytime and overnight guest parking) are proposed to be porous pavement with underlying infiltration gallery. The proposed configuration of pavement to infiltration gallery LID, does not provide any opportunity for pretreatment or hydrocarbon interception. This configuration provides a direct connection between possibly contaminated surface water with the water table.

Response: It is noted that QC staff have no outstanding concerns with the stormwater management design, and as such, no revisions have been made to the report or design.

As previously noted, the permeable pavement locations are located very far away from the proposed well and are not expected to impact the water quality in the well. There are no opportunities for pretreatment or hydrocarbon retention in a permeable pavement parking lot. Regardless, the STEP LID Wiki authored by the LID SWM Planning and Design Guide notes the following "Like other stormwater practices, the water quality performance of permeable pavements is closely tied to the reduction of runoff volumes through infiltration. However, permeable pavements are also very effective stormwater runoff filters. Most sediments and associated contaminants are trapped within the surface pores or gravel filled joints between the pavers. A five year study of three permeable pavement surfaces in Vaughan showed total suspended solids (TSS) concentration reductions between 88 and 89%". Overall, the permeable pavers are expected to provide an enhancement in runoff quantity and quality compared to a typical gravel or paved parking area.

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We trust this information meets with your concurrence. Please do not hesitate to contact our office if you have any questions or concerns.

Sincerely,

Luke Parsons, P.Eng.
Water Resources Manager