

May 13, 2022

Julie Stewart, County Planner
Lanark of County – Planning Department
99 Christie Lake Road
Perth, ON K7H 3C6

Attention: Ms. Stewart

**Reference: McNeely Landing Subdivision
Part of Lot 14 & 15, Concession 10 (Beckwith), Town of Carleton Place
Draft Plan of Subdivision First Submission – Agency & Public Comment
Responses
County File No.: 09-T-21003
Our File No.: 119221**

Novatech has filed a Draft Plan of Subdivision application on behalf of Uniform Urban Developments Ltd. in relation to a residential subdivision in the Town of Carleton Place. The subject lands are comprised of approximately 26 ha of undeveloped lands sited between Highway 15 and McNeely Avenue in the Town of Carleton Place. The property is sited towards the southern end of Town and is directly adjacent to the Township of Beckwith municipal border.

This letter has been prepared in response to public and agency review comments received between August 30, 2021 and March 29, 2022, regarding the initial submission filed with the County of Lanark in June 2021 and application deemed complete on July 16, 2021. All comments received are listed below with responses provided in ***bold italicized*** text.

Revisions have been made to the draft plan to account for comments received, notable changes to the draft plan are noted below with details further described in the revised Planning Rationale and shown on the revised Draft Plan of Subdivision:

- Residential development includes 204 single detached dwellings, 171 townhouse dwellings and the introduction of a Multi-Unit Block adjacent to Captain A. Roy Brown Blvd. and Street One to accommodate 56 dwelling units;
- Consolidation of one Parkland Block of 1.86 ha to provide a mix of passive and active recreational uses;
- Revised Institutional Block of 1.62 ha;
- Parkland and Institutional Blocks are proposed adjacent to one another sited between Captain A. Roy Brown Blvd. and Street Four;
- 20m right-of-ways are proposed on streets where townhouse dwellings are proposed on both sides of the street; and
- Reconfigured street pattern and introduction of additional pathway blocks to provide vehicular and pedestrian connections throughout.

Accompanying the resubmission to address comments to date are the following revised plans and reports:

- Revised Draft Plan of Subdivision (5 copies);
- Revised Planning Rationale, prepared by Novatech (5 copies);
- Revised Conceptual Servicing and Stormwater Management Report, prepared by Novatech (5 copies);
- Revised Noise Control Feasibility Study, prepared by Novatech (5 copies);
- Revised Environmental Impact Statement and Tree Conservation Report, prepared by Muncaster Environmental Planning Inc. (5 Copies);
- Traffic Impact Study Addendum, prepared by Novatech (5 Copies);
- All materials in PDF on USB (5 provided).

1. Town of Carleton Place – Comments dated August 30, 2021

Relotting and Configuration Changes:

- The subdivision proposal does not include a “high-density” block. This was a fundamental component to the 2013 Conceptual Design Plan to provide a mix and array of housing options (particularly rentals) within the development lands. The CDP proposed a block of 2.1 ha (providing approximately 10% of the overall unit count) of apartment dwellings with a minimum height of 3.5 storeys. Staff suggest looking at converting Blocks 223 and Lots 1-9 into the high-density development to frame the gateway into the subdivision and provide visual balance to the large institutional block.

The revised draft plan of subdivision includes a 0.99 ha block (Block 210) for high density development. The 0.99 ha block is sited at the southeast corner of the intersection of Street One and Captain A. Roy Brown Blvd. The intent is to develop this block with four, 14-unit apartment buildings (56 units total). The development of this block at 56 units will account for approximately 13% of the total units proposed within the subdivision.

- The Town does not support 18m Right-of-Ways, particularly where townhomes are proposed on both sides of the street. The justification of the reduction in the ROW will be discussed later in the “Traffic Impact Study” comments, but at a minimum staff will not support the consideration of a reduced ROW where townhomes are located on both sides of the street. If the proponent wishes to proceed with townhomes on both sides, the ROW will be a minimum of 20m.

The revised draft plan of subdivision has been designed to provide 20m ROWs where townhouses are provided on both sides of the street.

- The Parkland dedication should be combined into a consolidated block with the capacity of providing sufficient area for both a community centre and outdoor recreation amenities (ie. pickle ball courts). The Parkland should be easily accessible from an arterial road and integrated with the pedestrian infrastructure of the subdivision. Please do not hesitate to contact the undersigned with any questions you may have.

Parkland dedication is proposed in one consolidated block (Block 217) of approximately 1.86 ha in area to accommodate a mix of passive and active recreational uses. Block 217 is proposed adjacent to Captain A. Roy Brown Blvd and the proposed Institutional Block (Block 219). Sidewalk and pathway blocks are proposed throughout the subdivision to provide connectivity.

- Street 5 must meet a minimum of 18m width.

ROWS have been increased to 20m where townhouses are provided on both sides of the street.

- Streets 7 and 8 should be connected through the proposed walkway at Block 235. Comments have been received from both the Fire Department and Public Works which express concerns with the current street alignment of the southwestern quadrant of the subdivision, particular as it pertains to single points of access to blocks of residential units.
 - This could also lead to the conversion of Lots 128-130 and 209-210 into townhome blocks

The revised draft plan of subdivision proposes a modified grid pattern which allows for more than one access point to residential units throughout the subdivision. The proposed pathway/servicing block is no longer proposed and has been replaced with Street Three.

- Street 8 (S) should terminate at Street 1 and be looped north to connect with Street 8 (N).
 - Conversion of Lots 93-101, 149-153, and 154-159 to orient to new street layout.

Comment noted, see revised draft plan of subdivision.

- Walkway blocks are required between Lots 192-193 and Blk 222; Lots 112-113; Lots 47-48 and 66-67 to provide direct access to green spaces and the institutional lands.

Additional pathway blocks are proposed throughout the revised draft plan of subdivision to provide connections in a north-south direction towards the proposed Park and Institutional Blocks.

- Reorient Lots 10, 11, 12, 13, 205, 206, 207 and 208 to front on Streets 2, 3, 8 and 7 Respectively.

Comment noted. The revised draft plan of subdivision limits the number of lots that front onto Street One.

- All end-unit lots are to include sight-triangle to be dedicated as part of the road allowance fabric.

4.5m sight-triangles are provided on the revised draft plan of subdivision.

- Street 7 must maintain a 20m ROW to accommodate parking needs of the school and park ("public spaces").

Street One adjacent to the proposed Park and Institutional Blocks provides a 20m ROW.

- Ensure lots are of suitable width to accommodate 3.0m drainage easements for rear yard drainage infrastructure.

Comment noted.

Planning Justification Report:

- Section 3.3.1 of the report includes a statement which reads "proposed mix of housing ... are in keeping with the directions set out in the "Design Plan"" - how is this statement supported?

See enclosed revised Planning Rationale.

- Section 3.5 of the Official Plan provides that net density shall be calculated on a lot by lot basis. Please confirm the net density of each lot/block and it's conformity with the targets for each of the building forms identified.

See enclosed revised Planning Rationale.

- The conceptual Design Plan 2013 included reference to the need for an E-W trail connection between the subdivision lands and adjacent sites. Please confirm how this is accommodated within the proposal.

Street Two on the revised draft plan of subdivision extends from the western portion of the subject lands and connects to McNeely Landing to the east. A sidewalk is planned on the north side of Street Two to provide an E-W connection.

- The Town has recently adopted the use of a "Sustainability Checklist" for new major development. The proponent is asked to complete this elective form for information and monitoring purposes.

It is understood the "Sustainability Checklist" is voluntary and is not included in the resubmission package.

- The Town would be interested in discussing opportunities for a community gateway feature at a major intersection into the subdivision. Please advise if the proponent is agreeable to considering such a feature as a legacy for the community

Comment noted. Uniform Urban Developments Ltd. is interested in a community gateway features for the proposed plan of subdivision.

Traffic Impact Statement:

- 18m ROWs are not supported where Townhomes are located on both sides of the street. Staff suggest two options for consideration:
 - 1) Increase to 20m where townhomes are double loaded;

2) Move the townhomes so that they are dispersed evenly.

An increased ROW of 20m has been proposed where townhomes are proposed on both sides of the street.

- Report should evaluate a preferred cross section to determine need for paved surface width to accommodate parking while preserving a clear 6m drive aisle.

As indicated in the TIS Addendum, an 8.5m pavement width is proposed throughout the subdivision which will allow for parking on one side of the street.

- See the revised Street layout of M-Plan.

Comment noted.

- Parking Plan – The Town is not in agreement to permitting parking on Street 1 as the primary point of entry into the subdivision. Should units continue to require driveway accesses onto Street 1, the Right of Way width on the East side should be increased by 1.96m which will increase the length of driveways to accommodate approximately two vehicles lengthwise while maintaining standard lot depths of 30m.

The right of way on Street 1 has been increased to 20m. The revised plan shows eight single detached units with driveways fronting onto Street 1. Each single detached dwelling is planned to have a two-car garage and driveway, accommodating resident and visitor parking.

- The report will need to reconcile changes to demand resulting from introduction of high-density block (10% of units).

The trip generation has been calculated for the revised concept including the high-density block. As noted in the TIS Addendum, the revised concept will generate an increase of 34 trips during the AM peak hour (approximately a 5% increase) and a decrease of 17 trips during the PM peak hour (approximately a 4% decrease), compared to the previous concept.

Environmental Impact Study and Tree Conservation Report:

- Note: Any site alteration or vegetation removal will require a Class 1 Development Permit prior to undertaking.

Comment noted.

- A tree inventory is required to identify the number of trees on the site that exceed 200mm DBH and will need to be removed. The inventory should also include the species type, size, health index and reason for removal of the trees.

It is our view it would be unfeasible to survey the entire site to identify the number of trees that exceed 200mm DBH and could be reviewed in terms of maintaining existing

vegetative clusters. The revised draft plan of subdivision proposes to maintain a few of the woodland areas on the subject lands. Approximately 1 ha of an existing woodland area located in the northwest corner of the proposed subdivision is proposed to remain undeveloped and is sited within the proposed parkland block. This woodland feature also extends onto the proposed school block where there is the ability to preserve these natural areas. The intent is to maintain these existing vegetative clusters to sustain existing tree canopies.

To offset any tree loss within the remaining subdivision, tree planting will be proposed within the streetscape and landscaping plans in an amount of one tree per dwelling and two additional trees for corner lots as well as additional plantings along park and school block frontages and within the proposed park and the stormwater management facility. Through detailed design, approximately 500 to 550 trees could be proposed.

- The Deciduous Forest in the Northwest corner has a number of larger trees not indicated in the report; the large Maple “Mother Tree” as identified by the Town, being one of them. This tree and other larger maples need to be protected and preserved. It is recommended that a 10 meters buffer of this forest be protected along Highway 15 for the benefit and screening to the Community.

The proposed Park Block (Block 217) includes the woodland area in the northwest corner of the subject lands. The intent is to preserve the existing woodland within the proposed parkland block. The “Mother Tree” has been surveyed and is located within the proposed parkland block, as noted in the Figure below.

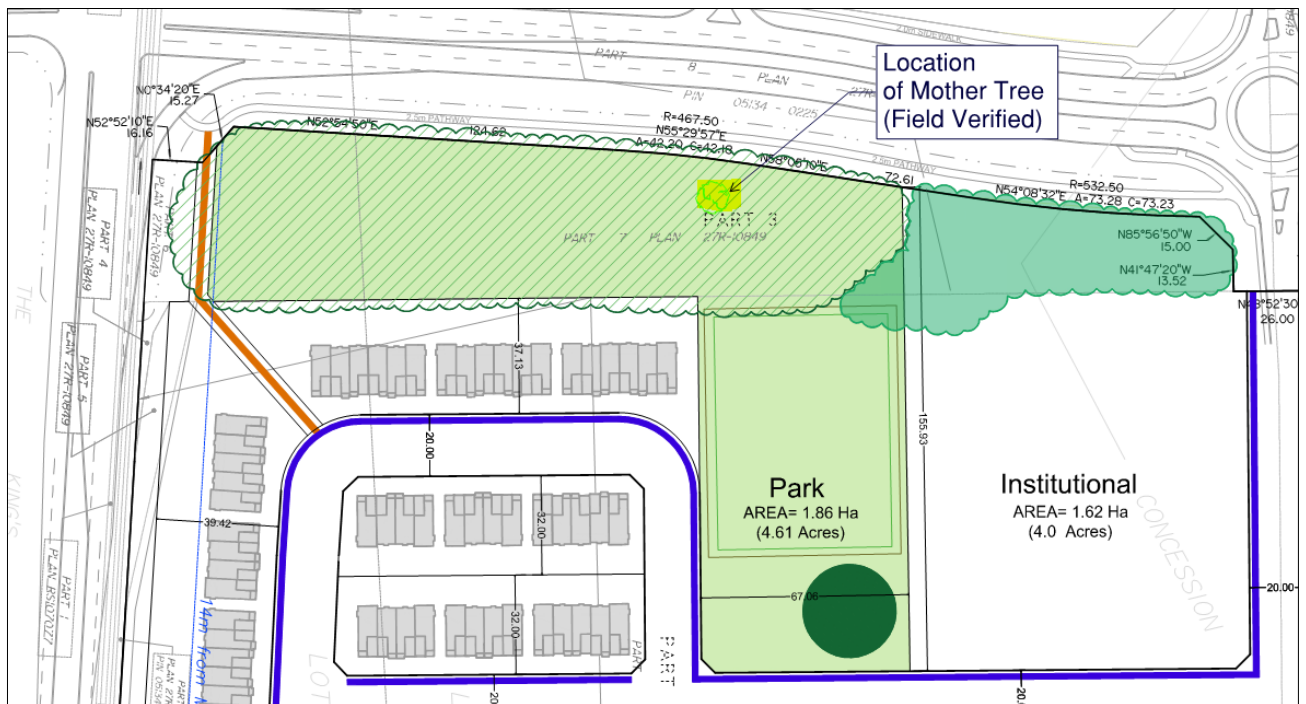


Figure 1: “Mother Tree” Location

- Consideration should be given to updating the locations of the storm water facility, institutional land/school area and park area to maximize natural preservation.
 - If the school boards do not want the land for schools perhaps there is the opportunity to create a shared outdoor education facility benefiting from the current existing natural setting.

Comment noted. The proposed Park Block (Block 217) includes the woodland area in the northwest corner of the subject lands. The intent is to preserve the existing woodland within the proposed parkland block.

Novatech has discussed the proposed subdivision revision with Conseil des écoles publiques de l'Est de l'Ontario and a proposed Institutional Block (Block 218) of 1.62 ha (4 acres) is proposed to meet land requirements for a future school site.

- The report references "Coloured aerial photography (2002-2019)" was used to assess the natural environment features in the general facility of the site (pg. 2 second last paragraph) however no further references are provided. What years were examined, and where did the aerial photos come from?

Comment noted, see revised EIS.

- Species at risk surveys need updating-field survey data referenced in the EIS completed by Muncaster in 2013. Conditions of draft approval will require an updated SAR survey within a reasonable timeframe of construction.

Comment noted.

- Recommendations for seed harvesting from dominant varieties on the site should be included in the staff report.

Comment noted.

Servicing and Stormwater Management Report:

- All storm sewers are to be sized to accommodate at minimum the 1:5 year return period.

Noted. The report has been revised accordingly.

- Feasibility of incorporating a dry-pond into the stormwater management design of the Subdivision is to be reviewed.

Noted. The report has been revised to outline the design criteria for both a wet and dry-pond and note the Town's preference is for a dry-pond.

- Bioswales will not be permitted in the Municipal Right of Way or within any area that is proposed to be assumed by the Town.

Noted. The report has been revised accordingly.

- Sanitary and water design parameters are to be revised to account for a 350L/cap/day residential flow rate.

Noted. The report has been revised accordingly.

- The following reports and studies have been reviewed and no comments or requests for clarification are required:
 - Phase I - Environmental Site Assessment - Laing Lands Highway No. 15
 - Phase I - Environmental Site Assessment - RSSR Lands, McNeely Avenue
 - Stage I Archaeological Assessment
 - Noise Control Feasibility Study
 - Geotechnical Investigation

Noted. A revised Noise Control Feasibility Study is included in the new submission to address the revised draft plan of subdivision layout.

2. McIntosh Perry on behalf of Houchaimi Holdings Inc – Comments dated September 22, 2021

- With respect to the apparent termination of McNeely Avenue prior to the southerly extent of the proposed subdivision at the southern limit of open space Block 232, we request clarification as to how the design and construction of the southerly extent of this infrastructure will be addressed by way of this subdivision. The long red arrow added to the excerpt from the Draft Plan of Subdivision below identifies the approximate portion of McNeely Avenue in question.

The design and construction of the southerly extension of McNeely Avenue is not required as part of the proposed Draft Plan of Subdivision.

- With respect to local connections between the proposed subdivision and our Client's holding to the immediate south, we hereby express our opinion that a roadway connection would be appropriate in this instance. We also express support for the proposed walkway represented on that plan as Block 234. The short red arrow added to the excerpt from the Draft Plan of Subdivision below identifies one possible point of connection, approximately at proposed lots 93 and 94.

Within the revised draft plan of subdivision, a right-of-way block has been added to the south of Street One for a future road connection between the subject lands and lands to the south. The right-of-way block is proposed at 20m wide and provide corner sight triangles for adjacent residential lots.

Two pathway blocks are also proposed to provide future pedestrian connections between the subject lands and lands to the south.

3. Mississippi Valley Conservation Authority Comments – Dated November 2 , 2021

Beckwith Drain

- In order to determine what sections of the Beckwith Drain exist on the subject lands, we request that the relevant drawing(s) clearly outline the property boundary in relation to the drain. Once the location of the drain is understood, MVCA will provide additional feedback, particularly with respect to the proposed realignment mentioned in the SWMP, and the inconsistencies in the mapping between MVCA and the EIS's.

Comment noted, see revised Environmental Impact Study.

Fish Habitat

- Comments are pending additional information on the extent/proximity of Beckwith Drain in relation to the subject property.

Comment noted.

Wetlands

- Two small isolated wetlands have been identified on the subject lands, along the Hwy 15 frontage. Contrary to MVCA mapping, the 2013 EIS identifies this general area as a white cedar coniferous plantation. We request discussion with respect to this discrepancy, in the EIS.

See revised Environmental Impact Study.

Natural Hazards

- MVCA mapping indicates organic soils are present in the northeast corner of the site. The geotechnical investigation provided with the application confirms the presence of organic trace in this area. Due to the unstable nature of these soils, mitigation measures should be implemented, particularly in the area of buildings, roadways, and underground services.

Comment noted.

Stormwater Management Plan (SWMP)

1. It is understood that the proposed SWM plan is at a conceptual level. Please provide pre and post-development drainage areas, peak flows, attenuation details (SWMF design details), quality control, drawings, and maximum outflow leaving the site restricted to the allowable release rate.

Pre and post-development drainage area plans, design criteria for the SWM facility (both quality and quantity control), and the allowable release rate to the outlet (re-aligned Beckwith Drain) have been outlined within the report. The performance of the proposed storm drainage system for the Subject Site will be evaluated using a PCSWMM hydrologic / hydraulic model as part of the detailed design.

2. As per Section 4.2.3 on page 10 of the report, runoff from the external area will be captured by a proposed ditch inlet catch basin between lots 86 and 87 and conveyed within a bypass storm sewer to the re-aligned Beckwith Drain. However, the bypass storm sewer is not illustrated on Figure 3.1. Please review and provide details.

Figure 3.1 has been updated to include the proposed bypass storm sewer. The bypass storm sewer will be sized as part of the detailed design to convey the external drainage area flows.

3. As outlined in Section 3.3 of the report, emergency overland flows will be directed to the SWM facility. However, as per Figure 3.2, overland flows along Street One will be directed to the future Captain A. Roy Brown Boulevard. Please clarify the overland flow route.

The report has been revised for clarity. Runoff from a section of Street One (between Street Four and Captain A. Roy Brown Boulevard) will outlet to Captain A. Roy Brown Boulevard due to grading constraints. For this specific drainage area, an increased inlet capture rate may be contemplated as part of the detailed design to capture flows greater than the 1:5-year return period. Runoff from this specific drainage area will ultimately outlet to the same outlet as the SWM facility. The allowable release rates from the Subject Site will take this into consideration.

4. Subsection numbering in Section 4.2 is not consecutive. Please review and make appropriate changes.

Noted.

5. It is understood that Best Management Practices (BMP) and Low Impact Development (LID) measures will be submitted at the detail design. MVCA recommends LID measures as part of the stormwater management plan should be implemented where feasible. Please refer to Runoff Volume Control Targets for Ontario Final Report (MOECC, October 2016) for LID Stormwater Management Guidelines.

Noted.

6. We recommend robust erosion and sediment control measures such as 'catch basin inserts' in all catch basins and maintenance holes/manholes, as part of the Sediment and Erosion Control Plan. We recommend the replacement of filter fabric (Section 8.0) with catch basin inserts.

Noted. The report has been revised accordingly.

Recommendations and Conclusions

- A drawing that clearly outlines the subject property boundary in relation to the Beckwith Drain. Once the location of the drain is understood, MVCA will provide additional feedback, particularly with respect to the proposed realignment mentioned in the SWMP, and the inconsistencies in the mapping between MVCA and the EIS's.

Refer to the pre and post-development drainage area plans which show the existing and proposed re-alignment of the Beckwith Drain.

4. Conseil des écoles publiques de l'Est de l'Ontario – Comments dated December 13, 2021

Note: Comments provided from the school board were in relation to a revised concept plan prepared to begin discussions in addressing initial Town comments dated August 30, 2021. The submitted draft plan of subdivision is generally consistent with the Plan provided to the school board for discussion purposes.

1. While the Institutional block is still being proposed next to a round about, it is our understanding that the site is currently forested. With this additional context, we understand it would be possible to maintain a significant natural vegetated buffer between the roundabout and the school. This greatly reduced the risks (both real and perceived) associated with the proposed location of the school, and considering the limitation of the developable lands, we are satisfied with the current location of the school block.

Comment noted. The Institutional Block (Block 218) is proposed at 1.62 ha (4 acres) and is sited adjacent to the proposed roundabout at Street One and Captain A. Roy Brown Blvd.

2. Our vision of efficient land use includes lay-bys along Street Six as well as Street One to allow for more efficient transportation patterns. Moreover, it would be beneficial to include a Right-In-Right-Out access to the site from Captain Roy A. Brown Boulevard, potentially to the benefit of both the school and park users. This would allow the high volume of traffic at peak times to be managed more safely and efficiently and could notably eliminate school bus traffic on adjacent local streets. Ideally, the County, Town and School Board would reach consensus on the location of access points and lay-bys before road details are approved, in order to reduce costs and design time down the road.

20m right-of ways are proposed for Street One and Four adjacent to the proposed Institutional Block.

The concept of a right-in right-out access onto Captain A. Roy Brown Blvd from the proposed Institutional Block was discussed the Town of Carleton Place. The Town is not supportive of this concept citing concerns with traffic generation, loss of trees, and crossings proposes over pedestrian pathways.

3. The proposed Institutional Block of 1.43 ha (3.53 ac) is slightly undersized for our needs. Standard practice in Ontario stipulates a minimum area of 1.62 Ha (4.0 Ac) for new-build, greenfield elementary school sites. This standard is meant to ensure the long-term viability of the site, as schools typically grow through their life cycle to provide additional learning space, as well as services and facilities to suit the distinct needs of the surrounding community.

The Institutional Block (Block 218) is proposed at 1.62 ha (4 acres).

4. We are pleased to see greater allocation for parklands, as well as their location adjacent to the school block. As suggested above, it may be beneficial to coordinate design efforts

between the Town and school Board to maximize efficient use of space between the two community-oriented blocks.

For example:

- the school's parking and/or drop-off/pick-up facilities could be designed to provide easy access to the school and daycare, as well as Park facilities during off-peak hours, potentially reducing the total amount of land required for parking.
- an Agreement could be developed between the Town and School Board for shared use of recreational and/or community facilities, allowing a greater range and diversity of facilities available for community use.

Comment noted.

5. Ministry of Transportation – Comments Dated March 29, 2022

Stormwater Comments

1. There are at least 4 Centreline Culverts under Highway 15 that discharge towards the proposed development. While we understand that this is not a detail design submission, we would like the next submission to further explain how the runoff from the Highway catchments and culvert is planned to be managed. Which Highway catchment areas are expected to be received by the proposed development and for which storm event. We expect a detail review for these areas due to the nature of the lands in the general area. Also, would there be a hydraulic review for the culverts considering proposed downstream conditions?

The Town of Carleton Place has engaged By-town Engineering to oversee the design of the Captain A. Roy Brown Boulevard and Beckwith Drain re-alignment. A review and assessment of the hydrology and hydraulics will be completed as part of the said design, in conjunction with the Highway 15 Improvements Project that MTO is completing. The highway catchment areas and hydraulic review for the culverts will be completed as part of the Beckwith Drain Re-alignment. Further improvements may be required as part of this work to redirect flows to improve existing conditions. This work should be completed prior to alterations to the Phase 2 of the McNeely Landing Subdivision.

2. Post Development Drainage Condition 1 Drawing: It is noted the subdivision west of culvert 9 is delineated towards culvert 8, we note that there is a drainage ditch from subdivision graded towards culvert 9, has it been confirmed that this drainage ditch is contributing to culvert 8 instead of culvert 9?

Refer to response to Ministry of Transportation comment 1 above.

3. The planned realignment of the Beckwith Drain is noted. However, we expect to review the detail design submission for this development after knowing further details about the realignment of the Beckwith Drain.

Noted.

4. Has the overland flow path of Highway 15 been reviewed against the proposed development?

Refer to response to Ministry of Transportation comment 1 above.

5. The report notes that ICD will be utilised for quantity control. Could you please clarify if any of the MTO catchment areas will be received by the proposed ICD. Please note that MTO does not recognise any benefit from the attenuation of stormwater runoff using inlet control devices. MTO's concern is that as the continued functioning of such a control device cannot be guaranteed. To avoid future adverse impacts, the proponent shall confirm that will be no negative impact on the highway infrastructure where the inlet control device doesn't work the way it has been claimed.

The ICD's being proposed are within the Subject Site and will have no negative impact on the highway infrastructure.

6. Please clarify if the pond sizing will consider climate change. Also, please provide the rainfall intensities that will be used for the hydrologic calculations.

The pond will be sized for the 100-yr storm event, but the climate change / stress test (100-year + 20%) will be considered for the overall development. The rainfall intensity equations and curves have been added to Appendix C.

7. Would you please share the topographic survey for the site.

A topographic survey has been added to the List of Enclosures.

Traffic Comments:

1. Traffic can confirm that the traffic volumes in the recently submitted TIS match the traffic volumes from the previously submitted Traffic Analysis Report (located in Appendix E of the TESR).

Comment noted.

2. In order to support traffic generated by the proposed development, the TIS states that a secondary access (via Captain A Roy Brown Blvd) is required, which will be constructed by the Town (currently planned for 2022-2023).

Comment noted.

3. The Ministry of Transportation will require a condition on the development stating that all construction beyond Phase 1A of the McNeely Landing development shall not proceed until the Captain A Roy Brown Blvd connection to Hwy 15 is completed.

Comment noted.

4. In addition, given that Captain A Roy Brown Blvd is likely planned to be used as a nightly detour route during construction of MTO's Hwy 7 and Hwy 15 improvements (both interim and ultimate), it's crucial that this work is completed on schedule.

Comment noted.

- The traffic concerns above are important to address relative to the phasing of sections of the subdivision are registered. We feel that additional dialog is required in order to address concerns relative to timing of development and the necessary road improvements for any subsequent phase beyond Phase 1A.

Comment noted.

- The proponent should be made aware that the subject property is within the Ministry's permit control area as defined by the Public Transportation and Highway Improvement Act R.S.O. 1990. Therefore, Ministry approvals and permits are required prior to the construction and/or demolition of any building and/or structures and/or alteration of the grade of any property within the permit control area and prior to the issuance of any municipal building permits or approvals as per section 8. (2) and section 8. (3) of the Building Code Act.

Comment noted.

Sincerely,

NOVATECH



Jordan Jackson, MCIP, RPP
Project Planner



Bassam Bahia, P. Eng
Senior Project Manager