

Response to Technical Circulation Comments

355 Franktown Road, Carleton Place

June 28, 2024

Ms. Koren Lam
Senior Planner, Lanark County
99 Christie Lake Road
Perth, ON K7H 3C6

Via Email : klam@lanarkcounty.ca

RE: Response to Technical Comments
355 Franktown Road – 3rd Review Comments
Draft Plan of Subdivision (File No, 09-T-23001)

Dear Koren Lam,

Fotenn is pleased to provide you with this letter detailing the responses to the comments received from the Lanark County and associated agencies on May 17, 2024 regarding the above-noted Draft Plan of Subdivision. Included in the submission are the following updated documents:

- / Landscape Plan, prepared by James B. Lennox and Associates, dated June 26, 2024;
- / Servicing and Stormwater Management Report, prepared by McIntosh Perry, dated June 14, 2024;
- / Grading and Drainage Plan, prepared by McIntosh Perry, dated June 14, 2024; and
- / Lighting Plan, prepared by QME Engineering, dated June 27, 2024.

Should you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Sincerely,



Tyler Yakichuk, MCIP RPP
Planner

Town of Carleton Place

Planning Rationale and Urban Design

- 1 It is the Town's expectation that landscaping improvements and sidewalk along the frontage of the property are added to the commercial block along Franktown Road when the driveway. This will be included as a condition of draft approval.

Noted.

Traffic Impact Study and Traffic Flow Design

- 2 The Fire Department is not prepared to recognize breakaway bollards as a solution to the fire lane. Please provide an alternative solution which maintains clear access for trucks but eliminates the potential for non-authorized traffic.

Please see the accompanying correspondence between CP Fire Department and the Transportation Engineer consultant, confirming staff support for the updated traffic management strategy for the proposed future fire land.

Site Servicing and Stormwater Management Report

Sanitary

- 3 Plan and profile drawings were not included that were submitted in submission #2.

Plan and Profile drawings for the future public road have been included on Drawing C104.

- 4 Confirm lateral service pipe size and material.

The sanitary service lateral for the condominiums will be 200 mm diameter SDR35 PVC. Additional notation has been included on the Site Servicing Plan.

- 5 The hydraulic grade line analysis was concluded and recommended that off-site sewer upsizing will need to be completed prior to this development connecting to the Towns collection system. Current plans have the sewer to be upsizing project to be completed in summer 2024.

Noted.

- 6 Mandrel testing will have to be completed on all flexible sewers as per OPSS.MUNI 438 a note should be added to this effect.

A note has been included on the Site Servicing Plan indicating deflection testing requirements as per OPSS.MUNI 438.

Storm

- 7 The servicing report will need to include language on how the site adheres to the water balancing requirements outlined in the Town's C.L.I. E.C.A. The appropriate forms will need to be completed and submitted to the Town.

Noted. We are currently examining the feasibility of implementing an infiltration practice to meet the water balance requirements specified within the C.L.I. E.C.A, however the site is heavily constrained by high groundwater and bedrock. If it's determined that meeting the water balance requirements through infiltration is

not feasible, we will instead demonstrate that runoff from the 90th percentile event is controlled as per the C.L.I. E.C.A. The servicing report will be revised to discuss compliance with the water balance requirements of the C.L.I. E.C.A. for the detailed design submission.

- 8 Plan and profile drawings were not included that were submitted in submission #2.

Plan and Profile drawings for the future public road have been included on Drawing C104.

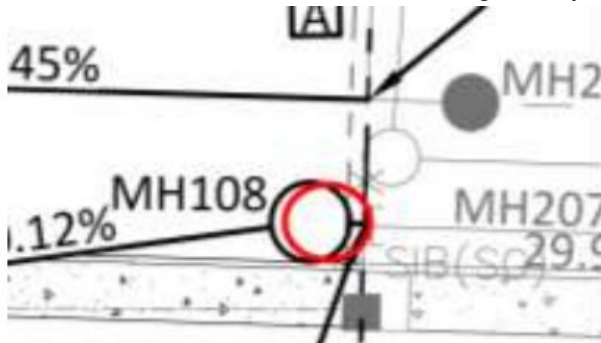
- 9 The proponent will need to demonstrate how the oil grit separator is adhering to the testing protocol in Section 5.2.4 of the C.L.I. E.C.A. which must follow the Environmental Technology Verification (ETV) protocol. Please ensure that during the detail design and within the storm water management report they indicate how the oil grit separator will be following this regulation.

Noted. The proposed separator unit will meet the ETV verification requirements of ISO 14034. Additional discussion of the unit's adherence to section 5.2.4 of the C.L.I. E.C.A. will be included in the servicing report following sizing of the unit during detailed design.

- 10 Details on the oil grit separator will need to be provided or a brochure on the unit that is being utilized.

Noted. The sizing report and product brochures will be provided following sizing of the unit during the detailed design phase.

- 11 Storm manhole 108 should be connecting directly to the existing stub as shown below.



Storm manhole 108 has been shifted to tie directly into the existing stub.

- 12 Confirm that the oil grit separator (MH107) does not provide quality control for the private site (condominium) storm water management. This will need to be changed if that is the current arrangement as the Town would be performing regular maintenance on a structure that provides storm water management for a private site.

Please note the private site is overcontrolling runoff to allow for unrestricted drainage within the future public road, increasing development cost in order to reduce maintenance requirements for the town. Furthermore, the town regularly provides quality control for private developments when they assume ownership of stormwater management ponds that collect untreated runoff. It should also be noted that providing separate treatment units for the private site and future public road is expected to provide negligible savings for the town, as the treatment unit located within the future public road will need to be sized for unrestricted road drainage and unrestricted external flows that greatly exceed the controlled release rate from the private site.

Water

- 13 Plan and Profile drawings were not included that were submitted in submission #2.
Plan and Profile drawings for the future public road have been included on Drawing C104.
- 14 Form 1 will need to be completed and submitted to the Town for the watermain installation along the Town's right of way.
Noted.
- 15 Confirm service pipe material for the Townhomes units.
The townhouses will be serviced by 19 mm diameter copper tubing. The servicing layout and materials have been included on a Townhouse Lot Servicing Plan shown on Drawing C104.
- 16 The condominium water and sanitary service does not meet the Ontario building code horizontal separation requirements. Please provide 2.4m minimum horizontal separation.
Noted. Servicing to the condominium has been revised to provide a minimum 2.4m horizontal separation between water and sanitary services.
- 17 The proposed new 50mm copper service to the existing building will need to provide adequate horizontal separation to the existing sanitary service to meet Ontario Building Code requirements.
As the exact locations of the existing service connections are unknown, spatial separation will need to be confirmed during construction. If providing the required separation is not possible, the existing sanitary service will be replaced with watermain quality materials and pressure tested in accordance with OBC 7.3.5.7. Additional language has been included on the Site Servicing Plan indicating these requirements.
- 18 Valve on Franktown Road connection shall be located at the property line.
The proposed water valve at the Franktown Road connection has been relocated to the property line.

Miscellaneous Site Design

- 19 Confirm or demonstrate how Franktown Road will drain with the addition of the barrier curb. A spillway will need to be constructed on the North side of the proposed commercial entrance and connect to the existing ditch complete with rip rap. This will likely require grading work on private property. Work completed on private property will require sign off from the respective property owner.
Runoff along the redefined section of Franktown Road will be conveyed along the curblines before discharging to the existing culvert north of the proposed commercial entrance. Permission from the neighbouring property owner will be provided prior to approval if grading within private property is required.
- 20 Curb to be mountable curb within the proposed roadway that is within the Town's right of way.
A note has been included on the Grading & Drainage plan specifying mountable curb within the future public road.
- 21 Typical right of way cross section needs to be included within the drawings.
Noted. Right of way cross sections will be included on the Composite Utilities Plan following utility coordination.

- 22 Comment Carried Forward from Initial Comments: Confirm trees are not located over proposed services. 1.5m minimum separation is required, 2.5m separation is desirable.

A note has been included on the Site Servicing Plan indicating the separation requirements between trees and proposed services.

- 23 Comment Carried Forward from Initial Comments: Ensure that Landscaping, C.U.P., and Illumination plans are all submitted.

Noted. Please note that the CUP and street lighting plans are being prepared. A draft will be provided for the detailed design submission.

Mississippi Valley Conservation Authority

- 1 Please clearly show overland flow routes in the pre-development and post-development drainage area plans.

Overland flow routes are identified by overland flow arrows on the Grading Plan as well as the Pre- and Post-Development drainage area plans.

- 2 Please clarify how and where flows from Townhouse blocks in Phase 4 discharge into.

Please note this comment appears to be directed towards the adjacent development at 347 Franktown Road. Runoff from the townhouse blocks at 347 and 355 Franktown Road will be conveyed by the storm sewer within the future public road before discharging to the existing watercourse.

- 3 Please include ponding volume, depths, and elevations for the 100-year storm event and stress test event (100-year +20%), and extent to which the ponding occurs on the Grading plan. Please ensure no ponding for the 2-year storm event, 0.35m maximum allowable depth of flow (static + dynamic) and 0.15 m vertical clearance between the spill elevation and the ground elevation at the building envelope in the proximity of ponding area.

Please note that no surface ponding is proposed within parking areas or in the vicinity of proposed buildings at 355 Franktown Road.

- 4 Please confirm the underside of footing elevations and demonstrate that the maximum HGL remains at 0.3 m below the underside of footing.

The underside of footing elevation for the condominiums and townhouses are identified on drawings C101 and C102. Please note an HGL analysis was completed for the previous submission, and the results concluded the HGL within the future public road will be greater than the USF elevation of the townhouse units. Sump pumps are proposed and have been identified on the revised Servicing Plan.

- 5 Please show inlet control devices and identify their sizes and elevations.

Please note inlet control devices are identified within the Storm Structure Table.

- 6 Please demonstrate positive drainage within the downstream storm sewer network (i.e., Coleman Street Subdivision Phase 2) and provide background excerpts from Servicing & Stormwater Management Report Coleman Central Subdivision – Phase 2 to confirm the allowable release rate and to ensure that storm flows from the subject site is accounted for the storm sewer network.

Please note capacity of the downstream sewer network is demonstrated within the Storm Sewer Design Sheet from the site to the ultimate discharge point. Runoff from the proposed development will bypass the Coleman Phase 2 stormwater management area with an isolated outlet to the existing watercourse as shown on drawing C102.

- 7 As indicated in the SWM report, the available storage volumes for the proposed development shall be determined during detailed design. Please provide detailed calculations to show how the required storage volumes are determined for each parking area.

Please note this comment appears to be directed towards the adjacent development at 347 Franktown Road. Parking lot ponding is not proposed at 355 Franktown Road, and ponding volumes for the stormwater management area are included in the Servicing Report.

- 8 Please identify overflow features of the proposed LID SWM storage area and provide cross-section details.
An outlet cross section for the depressed surface storage area is included on drawing C101.

- 9 A second table on page 1 of Stormwater Management Calculations provided in Appendix G, areas A4 and A5 appear to be switched. Please review and revise.

Please note this comment appears to be directed towards the adjacent development at 347 Franktown Road.

- 10 Upon further investigation into adjacent developments (i.e., 347 Franktown Road and 355 Franktown Road), there is still discrepancy between development applications regarding drainage from the external drainage area.

As per Section 6.5 of the Stormwater Management Report – 355 Franktown Road (McIntosh Perry, revised September 1, 2023), the external drainage area of B5 (4.47 ha, highlighted in yellow below) will outlet to the storm sewer within Lewin Street at full buildout conditions.

Please note this comment is referencing an old revision of the report for 355 Franktown Road. Runoff from both sites will be collected by a storm sewer within the future public road. The storm sewer will pass through the Coleman Phase 2 subdivision to the discharge point at the existing watercourse but will remain separated from the Coleman Phase 2 stormwater management system.

- 11 As per Pre-Development Drainage Area Plan of the Stormwater Management Report – 347 Franktown Road (McIntosh Perry, March 25, 2022), the drainage areas A2 to A5 (approximately 1.53 ha, highlighted in yellow below) will be developed in future Phases 2-4. Section 5.1 of the report indicates that existing stormwater runoff currently sheet drains to the southeast where it is collected by the existing creek. The area will be developed later in phases. Therefore, drainage in the interim condition is in question because this area is situated between two adjacent properties.

Please note that stormwater management has been revised since March 25th, 2022. A temporary ditch inlet catch basin is proposed to maintain interim drainage from the external drainage areas.

- 12 It appears that the drainage area in question (highlighted in yellow) flows two different outlets stated in two different reports: storm sewers within the Coleman Central Phase 2 as per the SWM report – 355 Franktown Road or southeast toward the adjacent subdivision development at 355 Franktown Road as per the SWM report - 347 Franktown Road. There are some concerns of directing runoff to the adjacent properties/developments. Please clarify drainage from the drainage area in question in the existing, interim and ultimate conditions and ensure that the downstream receiving storm system has sufficient capacity to convey flows without creating negative impacts

on the adjacent properties/developments. Please be consistent with the information provided in the SWM reports to avoid confusion in future submissions.

Runoff from both 355 and 347 Franktown Road will be conveyed by a storm sewer network within the future public road connecting the two properties. The storm sewer network will be directed through the Coleman Phase 2 subdivision but will remain independent from the Coleman Phase 2 stormwater management system. Interim drainage will be maintained by a temporary ditch inlet catch basin. Please refer to the Servicing Plan for 355 Franktown Road.

Bell

- 1 “The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

Noted.