

24 July 2024

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AND

Melanie Knight, Senior Planner  
Municipality of Mississippi Mills,  
14 Bridge St.,  
Almonte, ON K0A 1A0

**Re: Brown Lands, Almonte  
Draft Plan of Subdivision – County File No. 09-T-23005  
Zoning By-law Amendment – Municipal File No. Z-04-23  
Comment Response Letter #2**

Dear Koren and Melanie,

Further to Staff's consolidated Comment Letter provided to us on May 2, 2024, please find a comprehensive response to Staff's comments below. In support of our comment responses, please find attached the following revised reports:

- Geotechnical Investigation – Proposed Residential Development – Brown Lands – County Road 29 and Strathburn Street - Almonte, Ontario, PG6260-2, Revision 1, dated June 28, 2024, prepared by Paterson Group Inc.
- Environmental Impact Statement, Brown Lands, Almonte, Ontario, Project #140876, Revision 2, dated July 17, 2024, prepared by Arcadis.
- Planning Rationale, Brown Lands, Municipality of Mississippi Mills, Ontario, Ref: R-2023-008, dated July 19, 2024, prepared by Novatech.
- Serviceability and Conceptual Stormwater Management Report, Brown Lands, Municipality of Mississippi Mills, Ontario, Ref: R-2023-016, dated July 17, 2024, prepared by Novatech.

In addition to the above revisions, landscape plans detailing the proposed compensation plan for the onsite wetlands have been attached:

- Brown Lands Compensation Plan, 286 Strathburn Street, Landscape Plan (Sheets L01, L02, & L03), Revision 6, dated July 11, 2024, prepared by NAK.
- Brown Lands Compensation Plan, 286 Strathburn Street, Landscape Details (Sheets D1 & D2), Revision 5, dated July 11, 2024, prepared by NAK.

## Municipality of Mississippi Mills

### *Planning Dept - Zoning*

1. Please be advised that the Municipality prefers the following zoning categories to implement the proposed subdivision:
  - a. Parkland and Open Space Special Exception (OS-XX) for the following Blocks: 151, 152, 153, 154, 157, 158.  
**Regional Group: Please see revised Planning Rationale, prepared by Novatech.**
  - b. A new subzone for the Residential First Density zone R1K implementing the proposed zoning provisions contained in Table 2 of the Planning Rationale and including the following:
    - i. A provision requiring a minimum setback from the front face of garage to the street edge or sidewalk edge: 6.2 metres.  
**Regional Group: Noted.**
    - ii. A minimum interior parking space size: 2.75 m by 5.75 m  
**Regional Group: Noted.**
  - c. A new subzone for the Residential Third Density zone R3G implementing the proposed zoning provisions contained in Table 2 of the Planning Rationale including the following:
    - i. Adding semi-detached dwelling as a permitted use.  
**Regional Group: Noted.**
    - ii. Notwithstanding the definition of townhouse, for the purposes of this zone a townhouse will be a building of three or more vertically separated dwelling units, constructed for permanent use with a common wall dividing the dwelling units, each of which has their own independent entrances to a front and rear yard.  
**Regional Group: Noted.**
    - iii. A provision requiring a minimum setback from the front face of garage to the street edge or sidewalk edge: 6.2 metres.  
**Regional Group: Noted.**
    - iv. A minimum interior parking space size: 2.75m by 5.75m implement the proposed subdivision  
**Regional Group: Noted.**
2. With respect to the requested zoning provision regarding driveways exceeding 50% of the lot width, please clarify if this is intended to apply to all residential uses (singles, semis, and townhouses) or a specific residential use.  
**Regional Group: The zoning request applies to all residential uses.**

### **Planning Dept – Parkland, Open Space, and MUP**

3. The Municipality accepts Block 152 as Parkland space subject to an approved Landscape Plan as a condition of draft approval. Please indicate if the proposed parkland is to be regraded or remain with the current topography. Please note that if the land is to remain in its current state, a Landscape Plan will be required providing for an inventory of existing vegetation and will require the removal of any invasive species and planting of native trees and shrubs.

**Regional Group:** It is anticipated that most of the table lands will be re-graded to eliminate the existing low-lying, marshy areas. The intent is to maintain the slopes as close to existing conditions as possible, except where modifications are required to address slope stability issues. It is anticipated that a landscape plan will be included as part of the detailed design approvals.

4. Please clarify how a multi-use pathway will be incorporated into Block 151 – this response can be included as part of the comments regarding the Pump Station in the Engineering Section (comment 14 below).

**Regional Group:** The MUP will be continuous through Block 151 and connect to the Street Two sidewalk. The conceptual layout for the pump station block has been revised. Refer to conceptual landscape plans prepared by NAK and Figure 11 of the servicing report.

5. Please add Block 158 (pathway) to the Network and Pathways Plan on Page 6 of the Planning Rationale.

**Regional Group:** The pathway block has been included on the Network, Pathways and Fencing Plan within the updated Planning Rationale.

6. Please note the Draft Plan contained in the Planning Rationale appears out of date.

**Regional Group:** The revised Draft Plan has been included in the updated Planning Rationale.

7. Please be advised that Blocks 158 and 151 will require asphalted multi-use pathways with lighting.

**Regional Group:** Comment noted.

### **Planning Dept – Blocks 153 and 154**

8. Prior to the Municipality confirming acceptance of Blocks 153 and 154, the Municipality would like to understand the implications of accepting the Blocks that are also wetland enhancement areas in terms of long-term maintenance of the area.

**Arcadis:** As part of the MVCA permit to remove the wetlands, it is expected that there will be a requirement for the proponent to ensure the habitat restoration proceeds as planned for the first 5 years of the restoration. A detailed ‘Habitat Enhancement and Monitoring Plan’ has been proposed in the EIS to provide a framework for this requirement. At the conclusion of this 5-year monitoring period, it is expected that there will be no further formal obligation on the proponent or the municipality to maintain this habitat.

9. Please confirm that there are no anticipated street maintenance restrictions to Street Six being parallel to the Block 154 in terms of road salt runoff etc.

Arcadis: It is expected that road salt and other contaminants will be captured through the storm water management system and treated in accordance with the MECP standards. It is expected that no untreated runoff from the streets (under normal storm/runoff conditions) will enter the adjacent watercourse and wetland features.

10. If the Blocks are to be enhanced wetlands, please confirm if public access is to be restricted and confirm that fencing the boundaries of the wetlands are acceptable to the Mississippi Valley Conservation Authority.

Regional Group: Chain link Fencing would be appropriate for all lots backing onto the wetland areas. Refer to Figure 17 in the servicing report for proposed fencing locations.

11. Please note that the Municipality prefers that Block 154 is fenced along are to be fenced to prevent encroachment from Lots 108 to 113.

Regional Group: Chain link fencing will be included at the limits of Lots 108-113 backing onto Block 154. Refer to Figure 17 in the servicing report for proposed fencing locations.

12. Page 6 of the Planning Rationale indicates that a proposed stone dust pathway is to be located in the parallel with Street Six. Please provide confirmation that the EIS has included this planned pathway and that the Mississippi Valley Conservation Authority is satisfied that the proposed pathway is acceptable. Upon review of the EIS, staff could not find any commentary on the proposed pathway through Blocks 153 and 154.

Arcadis: The proposed Stone-dust Multi-use Pathway will be located at the top of the of a natural rise in elevation and at a reasonable distance from the watercourse. As such direct impacts on the watercourse (or wetland habitats) are not anticipated.

A qualified biologist will review the detailed landscape and grading plans as it relates to the proposed multi-use pathway. If, during detailed design, the location of the multi-use path changes or grading changes which may have a potential negative effect on the watercourse, alternative design will be developed (in consultation with MECP) to avoid potential direct impacts.

### **Planning Dept – 0.3m Reserve**

13. Please add 0.3 m reserves to the lot lines which abuts the vacant lands to the north (Blocks 145, 144, 156 and Lots 70 to 77, 105 to 108).

Regional Group: An additional 0.3m encumbering the land appears to be redundant. The lands to the North are still owned by Strathburn Almonte Regional Inc (c/o Regional Group). The topography of the lands to the north makes them virtually inaccessible until the time that they would be developed. We ask Staff to reconsider their position on this.

## Engineering Dept – Wastewater

14. Please note that the Municipality's CLI ECA does not cover developments which propose new sewage bypass outlets. An ECA will need to be obtained from the Ministry. An ECA inclusive of alarm and monitoring equipment and disinfection will be required for any sanitary by-pass points (emergency overflow to Storm MG 520).

*Novatech: Noted. It is anticipated that the gravity sewer and pump station can proceed through the CLI ECA process while the bypass is approved separately from the MECP through a direct submission ECA.*

15. The developer is to size the wet well and station for the potential of future land development to the north with appropriate sanitary connection at Street 5 and 6 (sanitary stubs to be provided).

*Novatech: Noted.*

16. Please note that the wastewater pump station (PS) shall be designed to City of Ottawa Standards and the design shall be approved by the Municipality and the Ontario Clean Water Agency.

*Novatech: Noted.*

17. Please provide the following at the PS:

- a. A water supply hydrant with backflow prevention at PS for cleaning

*Novatech: Noted. A supply hydrant has been added to the pump station block. Refer to Figure 11 of the servicing report.*

- b. Provide a yard light at PS.

*Novatech: Noted. To be incorporated at detailed design.*

- c. Provide security fencing at PS.

*Novatech: Noted. Refer to Figure 11 of the servicing report.*

- d. Provide asphalt pavement around the PS and means to provide access.

*Novatech: Noted. Refer to Figure 11 of the servicing report.*

- e. Provide equipment lifting davits and confined space entry and rescue davits with appropriate ratings built into FRP station.

*Novatech: Noted. To be incorporated at detailed design.*

- f. A natural gas generator is preferred over diesel, please amend accordingly.

*Novatech: Noted.*

- g. The PS shall have a 600V, 3 phase power supply and have PLC and SCADA interface suitable for remote monitoring and control.

*Novatech: Noted.*

- h. Please provide a PS bypass connection outside of station with quick connect in final design.  
Novatech: Noted.
  - i. The PS must have a device capable of measuring and recording by-pass events and volumes.  
Novatech: Noted.
18. Please provide additional information regarding the forcemain crossing of the Wolf Grove Creek box culvert.  
Novatech: Forcemain is required to cross below the existing culvert on Strathburn Street and it is anticipated to be installed with trenchless construction techniques (HDD or jack and bore). Preliminary geotechnical information indicates that this is a feasible approach. Details for construction will be developed during detailed design.

### **Engineering Dept – SWM**

19. Please provide plan and profile from Street 6 to the Mississippi River showing orientation of storm treatment units, storm sewer outlet, overland flow path as well as the proposed WM connection location to the river crossing. Figure 4 in the report illustrates the proposed WM in close proximity to the property line.  
Novatech: A conceptual layout plan has been provided for the outlet (Figure 7). Watermain is proposed to be 3m from the adjacent property line, which is a standard offset for servicing blocks. Plan & profiles will be completed at detailed design. The watermain location is intended to provide as much flexibility as possible to accommodate the connection to the future Mississippi River crossing, which has not been designed yet.
20. The Municipality would also like to discuss an access easement and construction staging area in lands to the north to accommodate the construction of the river crossing project.  
Regional Group: Comment noted.
21. Please tie foundation drains to the storm sewer. Where sump pumps are required also provide backup power for pumps in addition to what is outlined in Section 2.3.1 of the Servicing Report.  
Novatech: Noted.

### **Engineering Dept – Water**

22. The current layout of watermains is inconsistent with City of Ottawa Design Guidelines for Water Distribution Section 4.3.1 – Configuration. Please eliminate the dead end watermain on Street One by looping it with Street Two and connect with either Node 1 or Node 2.  
Novatech: Comment noted. The design has been revised to propose the extension of the County Road 29 watermain to the Street One intersection and the Street One watermain has been extended to connect to the County Road 29 watermain. Refer to Figures 4, 5, and 13 of the servicing report.

23. Construction of the off-site CR 29 WM from Dunn to site is required (Refer to “DC and Front Ending” section below).

**Novatech:** Comment noted. The municipality has clarified that this watermain is also to be a 300mm dia. The report and figures have been updated to reflect the changes.

24. The 2024 Water & Wastewater Master Plan calls for a 300mm watermain between the river crossing and CR 29. Please upsize the watermain connecting those two locations to 300mm. Upsizing costs shall be accounted for in the subdivision agreement and DC’s.

**Novatech:** Comment noted. The watermain sizes on Street One, Street Five, Street Six and the Storm Sewer Outlet block have been revised to a 300mm dia.

25. On February 4th, 2024, the Municipality provided confirmation that 50 housing units would be allowed on a dead end watermain and an additional 25 units would be allowed on the same dead end watermain if the developer constructs the 300mm trunk watermain such that it is available to be connected to the river crossing watermain. Please provide acknowledgement of that letter.

**Novatech:** Letter has been received and included in Appendix A of the Servicing report.

26. Valve and Hydrant locations to be reviewed at final design stage.

**Novatech:** Noted.

27. Replace 50mm WM on Street 2 with 150mm.

**Novatech:** Noted. The Municipality has been advised that this will create water age issues at the dead end and will require the installation of a hydrant at the end of the watermain to allow flushing of the oversized dead end watermain.

### ***Engineering Dept – Transportation***

28. The Department is planning a small, neighbourhood meeting to discuss the traffic implications with residents of Malcolm Street. May 23 or 30 are two possible dates, please confirm availability of Regional staff to attend this meeting. For clarity, the meeting will be organized and led by the Municipality.

**Regional Group:** Noted.

29. Strathburn and Malcolm will be required to be upgraded to a collector inclusive of urban section, sidewalk, cycling and street lighting (refer to “DC and Front Ending” section below).

**Regional Group:** Based on feedback from the public at the June 25, 2024 public meeting, it is understood that the Municipality will be revisiting their previous position on the Malcolm Street and Strathburn Street upgrades. This review does not impact the development lands or the feasibility of the development and should not delay the draft plan approval of the subdivision.

30. Please provide a temporary cul-de-sac at end of Streets 5 and 6 with 0.3m reserve around northern perimeter.

**Regional Group:** It is our position that a temporary cul-de-sac should only be required if Lots 77-79 (inclusive) are developed. Should development of Lots 77-79 be desired in advance of future land development to the northern lands, a temporary cul-de-sac for Street Five will be provided. Street Six will not be extended past Street Five until future development occurs, therefore a cul-de-sac should not be required. In the interim, the intersection of Streets Five & Six will form a crescent.

31. Please be advised that the Municipality requires LED Street lighting to municipal standard.

**Regional Group:** Noted.

32. As discussed in previous meetings, please provide a restricted left turn from Street 2 to Strathburn with signage to reduce impact on Malcolm Street traffic at Almonte Street. Please note that the Municipality will be installing restrictions to left hand turns from Malcolm onto Strathburn as an additional measure to reduce traffic volume on Malcolm St.

**Novatech:** Noted.

33. Please be advised that primary construction access shall be from CR29 and a material tracking plan shall be required to prevent material tracking from all construction accesses.

**Regional Group:** Comment noted.

### ***Engineering Dept – Noise Mitigation***

34. Please note that the Noise Barrier will be required to be constructed and warning clauses implemented as outlined in the Novatech-Brown Lands Noise Impact Feasibility Study (Feb 2023).

**Regional Group:** Comment noted.

35. Please note the Noise Barrier is required to be 0.3m inside private property and 2.2 metres in height as indicated in report.

**Regional Group:** Comment noted.

36. Please identify noise barrier design detail, ownership and responsibility for maintenance and replacement.

**Regional Group:** Comment noted. Noise barrier details will be provided with detailed design. Ownership and responsibility for maintenance will be the property owner. Warning clauses will be registered as a notice on title as per the recommendations of the Noise report (Section 5.0).

37. Recommendations of the Noise Study are to be reviewed at final design once grading has been refined and design is subject to Municipal approval.

**Regional Group:** Comment noted.

38. Please note that the Subdivision Agreement shall include copy of the noise report.

**Regional Group:** Comment noted.



### **Engineering Dept – Phasing**

39. Engineering design and approvals have assumed a single phase. If registration of the development is to occur in phases, the developer shall be required to prepare the following:
- a. Phasing plan;
  - b. Outline infrastructure to be constructed in each phase;
  - c. Provide for two entrances to site;
  - d. Provide easements for core trunk services through inactive phases;
  - e. Identify timing of noise barrier construction;
  - f. Provide temporary connection of trails;
  - g. Provide temporary cul-de-sac at end of phases to permit snow plough operations;
  - h. Provide phasing of utilities and community mailboxes; and
  - i. Provide town access to servicing corridors to permit river crossing to be designed and constructed.

Regional Group: Comment noted. Proposed construction phasing has been added to the concept plan (Figure 3 of the Servicing Report). During detailed design approvals and registration of the subdivision phases items b, d, e, f, g, h, and i will be addressed. It is anticipated that the trails passing through the property will be required to be closed for a period during the initial construction of the project.

### **Engineering Dept – Geotechnical**

40. Please provide additional information with respect to impact of grade raise restrictions on design elements.

Paterson Group: From our review of the Conceptual Grading Plan (July 2024, by Novatech), the proposed grading will be well within the permissible grade raise restrictions. However, even if the final grading does exceed permissible grade raise restrictions, then lightweight fill can be used around the proposed structures in order to mitigate any excessive post-construction settlement.

41. Please comment on suitability of soils and groundwater conditions in the PS Block and crossing of the west tributary area with respect to bearing settlement and buoyancy of structures.

Paterson Group: Based on the nearest borehole (BH 7-22), the soil conditions at the pump station block consist of hard to very stiff silty clay over a thin layer of glacial till, with competent sandstone bedrock at an approximate depth of 4.7 m. All of these strata are suitable to provide bearing for the pump station.

Groundwater was observed at a depth of about 4.5 m below the existing ground surface. If the depth of the pump station is such that buoyancy is an issue, either an expanded concrete base and/or rock anchors can be used to provide suitable uplift resistance. Recommendations for uplift resistance are now provided in Section 5.0 of the current Geotechnical Investigation Report (Paterson Group Report PG6260-2 Revision 2 dated June 27, 2024)

### ***Engineering Dept – Other***

42. All areas of disturbed soil such as areas disturbed for construction purposes that are to be conveyed to the Municipality shall be graded and hydroseeded prior to acceptance  
**Regional Group: Comment noted.**
43. Please note that the Municipality will require 1.2m coated chain link fencing along all Municipal property and pathways.  
**Regional Group: Comment noted. Refer to Figure 17 in the servicing report.**

### ***Engineering Dept – DC and Front Ending***

Novatech has prepared a memo dated January 11, 2024, outlining their client's position on several elements that they felt are DC eligible and are not a developer responsibility. The projects were as follows:

- 300mm offsite watermain on CR29 from Dunn Street to Street 1 (would connect to CR29 WM Dunn to Well 6 and the third river crossing)
  - Upgrade of Strathburn to a collector road inclusive of widening, sidewalk and streetlight (TMP 2018 identified this collector)
  - Upgrade of Malcolm Street from Dunn to Strathburn to a collector road inclusive of a sidewalk and streetlighting (TMP 2018 identified this collector)
44. The Municipality has reviewed the Local Service Policy contained in the October 2023 DC Background Study and agree these projects are potential future DC eligible projects. These projects are not currently included in the DC background study and therefore do not currently have a DC or Municipal funding source.  
**Regional Group: Comment noted.**
45. The Municipality will initiate a discussion with our DC consultant (Watson) to confirm eligibility and to consider inclusion of these projects in the Master Plan updates and the DC By-law to ascertain the options, process, timing, and framework to advance these projects.  
**Regional Group: Comment noted.**

## **Mississippi Valley Conservation**

### ***Environmental Planning Review***

46. Show the following development setbacks on the relevant maps, noting that MVCA Regulation Policies require a minimum setback of 30 from wetlands:
- a. Wetland boundary;
  - b. Wetland enhancement boundary;
  - c. Tributaries
- Arcadis: The EIS and associated figures have been revised to illustrate both the 30 m setback and the proposed 15 m setback from both the watercourse and the wetlands.**
47. All recommendations with respect to the Stormwater Management Plan (SWMP) (refer to the attached technical memo), be addressed.  
**Novatech: Noted. Refer to comments 50 & 51 below.**

48. All recommendations with respect to the Slope Stability Assessment (to be provided in a separate review letter), be addressed.

Novatech: Noted. Refer to comment 52 below.

49. Details on the proposed North Tributary wetland compensation area, channel corridor enhancements, and landscaping plan.

Arcadis: The EIS and associated figure 7-2 have been updated to incorporate the proposed landscape plan concepts as it relates to compensation requirements and the general protection of natural heritage features. The provided Landscape Plan illustrates these concepts in greater detail for the purposes of facilitating construction.

### **Water Resources Review**

50. Please identify the purple solid lines within lots in Phase 2, shown on Figure 3. and include it in the legend.

Novatech: Saleable frontage line removed from Figure 3.

51. If there is an increase in sheet flow from the rear yards of Lots 87 to 95 toward the slope, please confirm with a geotechnical engineer if the slope is prone to erosion from a geotechnical perspective.

Novatech: There is a slight increase in post development peak flow rates for the smaller storm events (25mm, 2yr and 5yr), but the flows are small (51 L/s and below). The higher peaks are due to the increased imperviousness and shorter flow length in the rear yards, as the rear yard drainage area is much smaller compared to the pre-development area. In addition, the volume of runoff is either the same or less in post-development for all events and the runoff will be spread over the full width of the rear yard and will not be directed to channelized paths, which would increase the erosion potential. The slopes are to remain vegetated throughout construction, with the result being a negligible impact to the erosion potential of the slope.

Paterson: As long as the runoff will be spread out and the slopes remain vegetated, there are no geotechnical concerns.

52. Please clearly show the erosion hazard limit and the top of the stable slope on Conceptual Grading Plan, as recommended in the geotechnical report.

Novatech: The limit of hazard lands (established by Paterson, July 2024) is shown on both the Concept Plan (Figure 3) and the Conceptual Grading Plan (Figure 7). The top of slope line has been added for additional clarity.

53. At the detailed design stage, the report should include, but not limited to the following:

- a. A detailed review of the proposed grading plan;
- b. Confirmation of conformance with permissible grade raise recommendations, as required;
- c. An updated Geotechnical Investigation Report including slope stabilization recommendations;
- d. Mitigation measures such as supplement flows/ surface infiltration associated with the channel enhancement and wetland compensation of the North Tributary identified in the Environmental Impact Study (EIS);

- e. Details regarding the underside of footing (USF) elevations and Hydraulic Grade Line (HGL) analysis;
- f. Adequate erosion protection and energy dissipation measures at the based of the embankment and/or along the shoreline of the Mississippi River.

**Regional Group: Comment noted.**

54. MVCA offers the following additional comments for your consideration at the detailed design stage:

- a. Section 2.4.3 of the report indicates that the 100-year water level at the outlet to the Mississippi River obtained from MVCA floodplain mapping is 101.20 m. Please provide correspondence with the MVCA.
- b. Please note that the upstream 100-year water level near the outlet to the Mississippi River is 101.16 m from MVCA floodplain mapping.

**Novatech: Noted. 100-year water level has been revised by 4cm.**

### ***Geotechnical Review***

55. The stamped site plan showing the Erosion Hazard Limit based on the existing slope conditions should be provided. MVCA's previous comment #1 remains outstanding (*"The site plan showing the Erosion Hazard Limit (in accordance with the Technical Guide on River and Stream Systems: Erosion Hazard Limit by the Ontario Ministry of Natural Resources and Forestry) (OMNRF Technical Guide) should be stamped. In addition, the plan is showing proposed development encroaching into the concluded Erosion Hazard Limit."*).

**Paterson: The drawing indicating the Erosion Hazard Limit is now stamped in the current Geotechnical Investigation Report (Paterson Group Report PG6260-2 Revision 1 dated June 28, 2024).**

56. Please update the site plan to reflect the revised lot layout and confirm the slope stability of the revised lots (i.e., lots 87 to 95) and permissible grade raise restrictions from the slopes along the West and North tributaries.

**Paterson: The current Geotechnical Investigation Report (Paterson Group Report PG6260-2 Revision 1 dated June 28, 2024) indicates the revised lot layout on the drawings in Appendix 2. Additional commentary has been provided at the end of Section 6.9 – Slope Stability Analysis to confirm that the revised lots 87 to 95 are stable provided the permissible grade raise restrictions shown on Drawing PG6260-2 – Permissible Grade Raise Plan are followed.**

57. Please provide a Paterson's response letter or memo separately, signed and stamped by a Professional Engineer.

**Paterson: Refer to memorandums PG6260-MEMO.01 and PG6260-MEMO.02.**

### **Lanark County**

58. No further comments.

**Regional Group: Noted.**

### **Ottawa River Power Corp.**

59. Applicant to reach out during detail design.

**Regional Group: Noted.**

## **Leeds, Grenville, and Lanark District Health Unit**

60. If the proposed plan includes the use of public facilities, we ask that the applicant contact us to discuss further.

Regional Group: Noted.

## **Enbridge**

61. Enbridge Gas does not have changes to the previously identified conditions for this revised application(s).

Regional Group: Noted.

## **Hydro One**

62. We are in receipt of your Plan of Subdivision application, 09-T-23005 dated February 26th, 2024. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at [subdivision@Hydroone.com](mailto:subdivision@Hydroone.com) or 1-866-272-3330.

To confirm if Hydro One is your local distributor please follow the following link:

Regional Group: Noted.

## **Bell Canada**

63. 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.

Regional Group: Noted.

64. 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.

Regional Group: Noted.

We trust that the responses above will be sufficient for Staff's purposes, however please do not hesitate to contact the undersigned should you have any comments or questions.

Strathburn Almonte Regional Inc  
(c/o Regional Group)



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