



Schedule E

Comment & Response Summary

The following table outlines the public and agency comments received regarding the subject application(s). A response for each comment is provided by Township Staff. All comments are appended within this Appendix.

#	Comment Summary	Response to Comments
1.	<p>EPCOR (March 19th, 2025)</p> <ul style="list-style-type: none"> • Electrically engineered and stamped site servicing drawings using the most recent USF standards and non-linear analysis need to be supplied to EPCOR for approval prior to any construction. • Electrical engineered drawings must include required transformation based on developer's estimate of building loads. • Where possible all electrical distribution within the proposed site will be of an "Underground" design / construction. • Developer needs to coordinate with EPCOR ASAP the scope works that EPCOR will be providing and any associated fees required. • All electrical site servicing must comply with the most recent and approved version of EPCOR Conditions of Service and Electrical Safety Authority (ESA) regulations before system is energized. • All electrical site servicing must comply with the minimum 	<p>Noted. Information provided to applicant. Utility coordination (including EPCOR) will occur through Site Plan Control.</p>

	<p>clearances as specified in the most recent USF standards. The USF standards can be obtained from EPCOR through a non-disclosure agreement.</p> <ul style="list-style-type: none">• Developer is required to provide an access agreement for operation and maintenance of the electrical distribution infrastructure to the satisfaction of EPCOR prior to the system being energized.• Early consultation with EPCOR metering department regarding possible suite metering is a must to avoid delays and installation issues. I.e. provide access key for metering room, demand load, number of suites/units.• Note that currently there is a minimum lead time of 36 to 52 weeks for transformers from suppliers.• Once the facilities are energized and all payments for such have been completed by the Developer EPCOR will assume full ownership and responsibility for the electrical distribution system up to:<ul style="list-style-type: none">○ The secondary line side of any residential meter base (Max 200amp)○ The secondary connection on the distribution transformer (Above 200amp)○ The primary disconnect ahead of any “Customer” owned 44kV substationNote: As background, the Economic Expansion calculation is made to	
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determine the amount of investment in any expansion project that may be applicable to EPCOR.

- In most cases there will be a requirement to complete an Economic Evaluation of the Electrical portion of the project to insure compliance with the Ontario Energy Board Expansion Guidelines. In order to meet this requirement a developer must provide during the coordination process the following:
 - The estimated cost of the required electrical site servicing work to expand the current primary electrical system to service the proposed development for any expansion over (5) years after the electrical service has been energized.
 - The estimated number of connections to the expanded system in each of the (5) five years after electrical service has been energized.
 - The type of connection (residential, commercial or Industrial) and the expected amount electrical load use on an annual basis if applicable.

The following supporting documents are located online for the developer's reference:

EPCOR Utilities Inc. - Conditions of Service Document

	https://www.epcor.com/products-services/power/Pages/terms-and-conditions.aspx	
2.	<p>Ministry of Transportation (MTO) (March 19, 2025)</p> <p>The Ministry of Transportation (MTO) has reviewed the proposed developments at 7391-7411 County Road 91, 200 Sutherland Street South, 207-209 Quebec Street, and 1018 County Road 42, Stayner, and has no comments or concerns, as these locations are situated outside the MTO permit control area.</p>	Noted. No comment.
3.	<p>Source Water Protection Risk Management Official/Inspector (NVCA) (March 21, 2025)</p> <p>I have reviewed the complete application for OPA & ZBA at 7391-7411 County Road 91 and other address in that block with respect to Source Protection policies. No policies apply to this series of properties and proposed activities, therefore I have no concerns.</p>	Noted. No comment.
4.	<p>County of Simcoe (April 14, 2025)</p> <p><u>Planning Comments</u> The subject lands are designated Settlements on Schedule 5.1 to the County of Simcoe Official Plan. As per the objectives of the 'Settlements' designation, settlements, particularly primary settlement areas, are to be the focus of population and employment growth and development throughout the County.</p> <p>It should also be noted that the County is not obligated to provide</p>	<p>Acknowledged.</p> <p>Acknowledged. The applicant will be responsible for providing private</p>

	<p>waste collection services for commercial properties. It will be the responsibility of the property owner(s) or property manager to arrange and pay for private waste collection services.</p> <p>As County Roads 91 and 42 is under the jurisdiction of the Township in this location, there are no concerns from the Transportation and Engineering Department.</p> <p>The applicant is advised that the County is the approval authority for local official plan amendments with an associated fee of \$3,000.00 (privately initiated) to be paid when the adoption package is submitted to the County. There is a site-specific appeal to the County's approval of the Township of Clearview's Official Plan (Case File No. OLT-25-00019) on the subject lands and consideration of these applications will be subject to resolution of the outstanding appeal.</p>	<p>waste collection services for the subject lands. Private waste collection will be coordinated through Site Plan Control.</p> <p>Noted.</p> <p>Submission of OPA adoption package will be accompanied by the required \$3,000.00 fee. Applicant will coordinate resolution of existing OLT Appeal (Case File No. OLT-25-00019) in consideration of the current OPA application.</p>
5.	<p>Township Public Works Department (April 17, 2025)</p> <p><u>General Comments</u></p> <p>1. Staff notes that the conceptual plan submitted does not appear to have addressed Staff's concern of only providing site accesses from County Road 91 and County Road 42. Staff again reiterates that at both County Road 91 and County Road 42, access should be controlled to "right in, right out" only and that full turn access could be provided off both Sutherland Street South and Quebec Street.</p>	<p>Addressed in staff report PB-022-2025. The Holding (HX) Symbol provisions included as part of the current ZBA application contains verbiage to ensure that through detailed design (Site Plan Control) process all site accesses/entrances will be designed in accordance with the policies of the Township OP (2024) to the satisfaction of the Township.</p>

<p>2. In reviewing the Landscape Concept Plan it appears that required landscaping is proposed within the right-of-way widenings. This is not acceptable.</p> <p>3. The Township does not currently have additional water capacity to service new developments. The Township may consider providing water allocation based on the past/current water usage of the combined properties. Supporting calculations for this purpose will be required at the detailed design stage.</p> <p><u>Draft Zoning By-law</u></p> <p>4. Under “Altered Zone Provisions”, Staff recommends that the following wording be included in the “Landscape Requirements” – <i>“required trees may be planted on public lands in areas to be approved by the Township or addressed”</i></p> <p>5. Under “Altered Zone Provisions”, Staff recommends that the following wording be included in the bullet referencing snow storage – <i>“Snow storage requirements to be addressed through the Site Operations & Maintenance Manual”.</i></p> <p>Township Public Works</p>	<p>Addressed in staff report PB-022-2025.</p> <p>Addressed in staff report PB-022-2025. The Holding (HX) Symbol provisions included as part of the current ZBA application contain verbiage to ensure no development will occur until such time that the applicant has confirmed the availability of sufficient water capacity and allocation to service the development to the satisfaction of the Township. Confirmation to be complete through detailed design (Site Plan Control) process.</p> <p>Addressed in staff report PB-022-2025.</p>
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	<p>Department Supplemental Comment (May 12, 2025)</p> <p>Further to the Public Meeting held on April 30, 2025, PW/Engineering Staff wish to provide an additional comment regarding the Applicant's proposed zoning by-law amendment to reduce the required setback for a stacking lane to a minimum 0.4 m from lot lines that do not abut a residential zone.</p> <p>This would potentially have the stacking lane 0.4 m from the lot lines with both County Road 42 and County Road 91. This would potentially have snow from the stacking lane directed into the right of way of both roads during snow removal operations and would not be acceptable.</p>	<p>In an updated submission dated May 21, 2025, the applicant revised the requested Draft Zoning By-law and removed the original request for amendment to minimum setback required for a stacking lane.</p>
<p>6.</p>	<p>Nottawasaga Valley Conservation Authority (NVCA) (May 26, 2025)</p> <p><u>Ontario Regulation 41/24</u></p> <p>1. The noted properties are entirely regulated for flood hazards due to an existing watercourse (Lamont Creek) and the King Street Drain which flows north within the roadside ditch of County Road 42 south of the subject lands pursuant to Ontario Regulation 41/24 the Authority's Prohibited Activities, Exemptions and Permits Regulation. Permits are required from NVCA prior to construction or grading on regulated portions of this property.</p>	<p>Acknowledged. Further updates to the Natural Hazard Assessment report by the applicant is required to the satisfaction of the NVCA. The Holding (HX) Symbol provisions included as part of the current ZBA application have been updated to reflect specific verbiage required by NVCA.</p> <p>NVCA approvals and/or permitting requirements to be addressed through the detailed design (Site Plan Control) process.</p> <p>Furthermore, the existing 'Specific Policy Area 13.1.1' on Schedule SP-1 of the Township Official Plan</p>

<p><u>Natural Hazard - Regulatory Comments</u></p> <p>2. Policies contained within the PPS restrict development to areas outside of hazardous lands adjacent to river and stream systems which are impacted by flooding hazards and/or erosion hazards.</p> <p>3. Section 1.1 of the Natural Hazards Assessment report states that no area-specific criteria are available to delineate the flood fringe from the floodway. However, Clearview's Official Plan (2024) includes specific criteria for flood fringe delineation. Notably, the flood fringe is defined as areas where flood flows meet the following criteria:</p> <ul style="list-style-type: none">• A maximum flooding depth of 0.3 m;• A maximum flooding velocity of 1.7 m/s; or• A maximum combined depth-velocity product of 0.4m²/s. <p>4. Details regarding the two-zone flood fringe delineation were provided by the NVCA to the Township in a letter dated July 14, 2023. The Applicant should refer to Section 13.1.1 of the new Clearview Official Plan for more information.</p> <p>5. The Natural Hazard Assessment as submitted will need to be revised to reflect the correct flood fringe criteria and illustrate where the above criteria is exceeded in the modelled flood scenarios.</p> <p>6. Further clarification is required regarding the adjustment of topographic data by 0.48 m. Please provide a detailed description of the methodology used to apply this</p>	<p>(2024) and the Hazard Land (FP) and Hazard Land Special Policy (FPSP) overlay(s) will remain in place over the subjects.</p>
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adjustment. Include the basis for the correction and any comparison points or benchmarks used to determine and validate the adjustment.

7. Please provide the digital model files for the hydraulic model in the next submission.

8. Once the final development limits have been set, a proposed condition flood model must be submitted that incorporates the required floodproofing measures. A review of the proposed development scenario is required to support the OPA/ZBA submission in order to demonstrate that the proposed development can be achieved without resulting in adverse impacts to adjacent properties.

9. The model should aim to match flood storage volumes on site. If this is not achievable due to site grades, a cumulative impact analysis may be required provided to assess potential changes to flood conditions.

Stormwater Management:

10. NVCA staff recommend that the review of stormwater management design be deferred to the Township of Clearview, as the site will discharge to municipal infrastructure.

Conclusion

In light of the above noted policies and comments, a NVCA recommendation of approval is premature at this time.

However, NVCA staff recognize that the Township has now drafted a staff report for these applications,

	<p>recommending approval of the zoning by-law amendment, subject to a Holding (HX) symbol provision being applied to the General Commercial Zone, requiring the submission of a satisfactory Natural Hazards Assessment as a condition of its removal.</p> <p>NVCA staff recommend that the Township use the following verbiage for the hold provision:</p> <p><i>"That a Natural Hazard Assessment be completed and implemented to the satisfaction of the Township and the Conservation Authority, demonstrating that the proposed development conforms to all applicable provincial and NVCA policies, standards, and criteria for development within flood hazard areas."</i></p>	
<p>7.</p>	<p>Public Comment No. 1 (April 30, 2025)</p> <p>Concern regarding access to site from Sutherland Street South. Prefers no site access from Sutherland Street South.</p> <p>Concerns regarding privacy and screening (fencing) as well as potential noises impacts from proposed commercial uses.</p>	<p>The ultimate design and final configuration of access points to and from the site is not established through the current OPA & ZBA application(s) presently under consideration and is instead comprehensively assessed and confirmed as part of the detailed design (Site Plan Control) process.</p> <p>Through detailed design, the Public Works department with support of Township's expert peer-review consultant will review site access/entrance designs to ensure compliance with all required engineering standards as well as consistency with the transportation policies of the Township OP. All entrance will operate in a safe and functional manner and will not result in traffic hazards to the long-term function of the adjacent local and</p>

		<p>arterial road networks. Concerns regarding impacts to Sutherland Street South and Quebec Street will be taken into consideration as part of Site Plan Control process.</p> <p>Refer to staff report PB-022-2025 for further information on the transportation policies of the Township OP having application to the subject lands.</p> <p>Matters regarding screening, buffering and landscaping of the proposed commercial development will be comprehensively assessed and implemented through the detailed design (Site Plan Control) process.</p>
8.	<p>Public Comment No. 2 (April 30, 2025)</p> <p>Concerns regarding privacy and screening (fencing) as well as potential noises impacts from proposed commercial uses. Questions about proposed fencing details.</p> <p>Concern regarding access to site from Sutherland Street South. Prefers no site access from Sutherland Street South.</p> <p>Concerns regarding location and timing of loading/delivery as well as garage pickup associated with the proposed commercial buildings.</p>	<p>The ultimate design and final configuration of access points to and from the site is not established through the current OPA & ZBA application(s) presently under consideration and is instead comprehensively assessed and confirmed as part of the detailed design (Site Plan Control) process.</p> <p>Through detailed design, the Public Works department with support of Township's expert peer-review consultant will review site access/entrance designs to ensure compliance with all required engineering standards as well as consistency with the transportation policies of the Township OP. All entrance will operate in a safe and functional manner and will not result in traffic hazards to the long-term function of the adjacent local and arterial road networks. Concerns regarding impacts to Sutherland</p>

		<p>Street South and Quebec Street will be taken into consideration as part of the Site Plan Control process.</p> <p>Refer to staff report PB-022-2025 for further information on the transportation policies of the Township OP having application to the subject lands.</p> <p>Matters regarding screening, buffering and landscaping of the proposed commercial development as well as the design and location of loading and garage pickup facilities will be comprehensively assessed and implemented through the detailed design (Site Plan Control) process.</p>
9.	<p>Public Comment No. 3 (May 3, 2025)</p> <p>Concerns regarding access to site from Sutherland Street South or Quebec Street as well as potential safety concerns with increased amount of children in the area. Prefers no site access from Sutherland Street South or Quebec Street.</p> <p>Notes traffic volumes is an issue but suggests that the installation of an “advanced green going east and west, and possibly increase the time limit at the intersection of hwy 26, 91, and airport road” could help to alleviate need for entrances from Sutherland Street South & Quebec Street.</p>	<p>The ultimate design and final configuration of access points to and from the site is not established through the current OPA & ZBA application(s) presently under consideration and is instead comprehensively assessed and confirmed as part of the detailed design (Site Plan Control) process.</p> <p>Through detailed design, the Public Works department with support of Township’s expert peer-review consultant will review site access/entrance designs to ensure compliance with all required engineering standards as well as consistency with the transportation policies of the Township OP. All entrance will operate in a safe and functional manner and will not result in traffic hazards to the long-term function of the adjacent local and arterial road networks. Concerns regarding impacts to Sutherland</p>

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