

Appendix B  
Summary of Public Comments and Staff Response

Comment	Response
How will the Construction Management and Operational Plan for both development sites attempt to minimize noise to adjacent neighbourhoods from truck/machinery and reverse warning devices?	Mattamy and Coscorp have coordinated with the adjacent development (Empire). Construction Management Plans on Eighth Line have been coordinated such that entrances and controls are consistent between both developments. All works will abide by the Town of Erin Noise By-law 24-20.
What measures are in place for dust suppression and exhaust pollution for exposed houses backing onto construction sites?	Water trucks will be routinely on-site to manage dust as required.
Who is responsible from the Town of Erin for overseeing the construction work? Who is the contact person to whom residents call when infractions, non-compliance issue arise/occur?	<p>Contractor contact information will be confirmed and posted on the Town’s website once a contractor has been awarded the earthworks project and the agreement has been executed.</p> <p>The Developer will ensure that all trades adhere to the trucking routes in the Town of Erin and the Traffic Management Plan submitted with the site alteration applications.</p>
Which days of the week will alterations be taking place throughout the work plan and what are the established times of start/end daily?	<p>The construction schedule will be refined following the issuance of the site alteration permit and upon the contract being awarded.</p> <p>Works are expected to commence in Spring 2025. Work will be undertaken in accordance with Town of Erin Noise By-law 24-20 and is weather dependent.</p>
How will Truck and Construction traffic routes, primary site access points and closure/lane reduction plan/schedule for Eighth Line be addressed to ensure avoidance of Erin Heights neighbourhood by all construction traffic?	<p>The following note was added to the Traffic Management drawings:</p> <p>“Any fill or topsoil export that is not being hauled directly to the adjacent Empire Site (on the east side of Eighth Line) will use the Sideroad 17 entrance and are not permitted to use Eighth Line as a haul route.”</p>
Road protection for Eighth Line. (already a concern with existing surface degradation from previous road cuts) Are there further road cuts of hard surface along Eighth Line during planned site alterations? If so, how will road surface degradations be avoided/repared correctly?	<p>Eighth Line will be urbanized following completion of earthworks. Detailed design drawings are currently being prepared and will be a condition of draft plan approval.</p> <p>The Developers are prepared to reconstruct Eighth Line at the approved construction crossing locations prior transport of material between sites. While improvements are localized and temporary, the improvements will deliver a more resilient road make-up which will better withstand construction traffic at crossing locations.</p>
Sediment controls along the west side of Eighth Line. Regular washouts of ditch and road shoulder soil and gravel already occurring during rain events.	<p>Cut-off swales, ESC basins and sediment traps have been sized to control runoff during construction activities.</p> <p>Sediment traps have been sized and proposed in locations to respect existing topography.</p> <p>Sediment traps and basin outlets will be monitored regularly as part of the required erosion and sediment control inspection (typically on a weekly basis or following significant rain events).</p>
What happens to the exposed soil between soil removal/grading to construction and how long will the newly graded grounds be exposed once grading is complete?	The site alteration agreement requires any stripped area that is inactive for more than 30 days to be stabilized. Crop covers will be used on stockpiled soil to reduce dust.
Who is required to clean the roads daily? Clearing debris/mud off Eighth Line and 17 <sup>th</sup> Side Road?	The site alteration agreement requires the contractor to sweep, scrape and flush debris off road to ensure roads are safe working order.
Who is responsible for clearing garbage left by construction crew in ditches/culverts?	The site alteration agreement requires the contractor to maintain construction debris within and adjacent to the site.
What strategies are in place to lessen construction noise and vibration?	<p>All works to abide by the Town’s Noise Control By-law 24-20 which is a condition of the site alteration agreement.</p> <p>The Developer will be undertaking a pre-construction condition survey of all the structures on the adjacent site boundaries to document their condition for future reference.</p> <p>To limit levels of noise and vibration, compaction within 30m of the property boundaries will be carried out statically. Noise and vibration monitoring will also be undertaken.</p>
Other than the Town of Erin, what approvals/permits are required from the County of Wellington and the CVC (under Ontario Regulation 160/06). If so, what is the process(es) for these approvals?	The Site alteration application was circulated to the County and CVC for review. Comments from agencies have been addressed in site alteration submission materials and the final agreement. A CVC permit is required for the earthworks because some of the properties are within their regulated area.
What is the estimated date that site(s) alterations are expected/proposed to begin for both the Mattamy/Coscorp and Empire sites?	Earthworks are expected to commence in Spring 2025, subject to permit issuance and weather and continue into 2026.

How will traffic from the ‘Mattamy/Coscorp development on the west side of Eighth Line be prevented from using Erin Heights Drive as a short cut to Dundas Street upon completion of the new subdivision?	The design of the intersection of Street E and Erin Heights Drive is beyond the scope of the current site alteration application and will be undertaken concurrently with the planning of the Mattamy/Coscorp subdivision.
Earthworks will result in continued environmental degradation of the natural landscape including removal of the trees from the future park block.	Cut and fill balanced to reduce fill to be exported off site. Removal of trees was approved as part of the Stage 1A site alteration agreement as recommended in the Tree Protection Plan and the Arborist Report.
How many construction vehicles will be using 17 <sup>th</sup> Side Road during earthworks daily?	The Traffic Management Plan requires that all construction vehicles enter and exit 17 <sup>th</sup> Side Road when not transporting fill between the three sites crossing Eight Line. At the time of writing this report, the number of construction vehicles was not confirmed.