

Attachment 3: Staff Response to the Received Questions/Comments from Development Community

Item #	Section in DCM/Bylaw	Comments/Questions	Response
1	DCM, Section 2.5.2	The requirement for sealing the first submission is unnecessary, as it is not final yet.	Agreed and the requirement was removed.
2	DCM, Section 3.9.7 Dead ends	Why not eliminate completely and instead force looping? I know that this is potentially expensive but is better than allowing blow-offs of any kind.	Leave as is. When feasible, City does require looping watermain to improve water quality. See section 3.2.4 in the DCM. Key words are 'when feasible'. Watermain looping, though an effective solution to address water quality, may not always be feasible for financial or site physical constraints. The Engineer will consider these matters when applicable.
3	DCM, Section 5.3.1 Porous Pavement	Disagree with the use of pervious pavements unless you have a very strong provision of maintenance of the porosity. I have seen too many examples of pervious changing to impervious over time due to road grit (which the City uses a lot of). Better solution would be bioswales or some other device that allows the fines to drop out before getting to the pervious portion	Leave as-is. Despite the possibility of being plugged by sediments over time, USGS (U.S. Geological Survey) studies suggest that when maintained properly, porous asphalts can still be a useful technique to recharge groundwater and reduce polluted water and surface runoff. Section 10.1.4 of the drafted Bylaw requires property owners with onsite infiltration facilities to register a restrictive covenant on title that require them to maintain infiltration facilities, including their porous asphalt areas annually.
4	DCM, Section 5.5.2 Requiring QEP	Requiring QEP to monitor water quality of onsite discharged water may be cumbersome, as not enough QEPs to hire may be readily available.	Leave as-is. The government of BC defines Qualified Environmental Professionals as individuals that may hold one of the following designations: <ul style="list-style-type: none"> • Agrologist • Applied technologist or technician • Professional biologist

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			<ul style="list-style-type: none"> • Professional engineer • Professional forester • Professional geoscientist • Registered forest technologist <p>Given that a professional engineer is required to design the Erosion and Sediment Control Plan for the site, the same professional or anyone of the above-mentioned professionals would be considered a QEP that can provide site monitoring reports to the City and as such finding a QEP should not be an issue for developers. Also, it is worth noting that based on the City's legal advisor's recommendation, this section of the DCM was transferred to the City's Watercourse Protection Bylaw No. 3152.</p>
5	DCM, Section 5.6.4 Peak Flow Control Performance Target	What is the duration of the rainfall for the 50year pre-development peak flow?	Clause changed per comment. A sentence was added that states the rainfall duration would be equal to the parcel's time of concentration.
6	DCM, Section 7.2.2 General Requirements for Pump Station Drawings	Add Mechanical Details and Grading Plan to the list	Agreed and suggested changes made.
7	DCM, Section 7.6.1 Piping and Accessories	The requirement for check valves being in a separate chamber does not match drawing SS-S09	Agreed and changes made. Drawing SS-S09 is the City's standard, as it addresses available land constraint in the City by not requiring a separate chamber to include valves. As a result, the item requiring a separate chamber was removed from the text.
8	DCM, Section 7.6.1 Piping and Accessories	Suggest requiring "removable" steel bollards around pump stations	Agreed and added
9	DCM, Section 7.8.1 Piping and Accessories	Add these phrases as the requirement for air-relief valves:	Agreed and added

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		"Specifically rated for sanitary sewage services", and "at local high points"	
10	DCM, Section 8.3.2 Cut through path design at Cul-de-sacs	Recommend adding the word "Cycling" to the requirements to provide the same access for cyclists.	Agreed and added.
11	DCM, Section 8.5.7 Channelization	Consider addressing pedestrian safety at channelized right turn lanes (Lanes with pork chops)	Agreed. A paragraph was added to require design engineers to make every effort to avoid using channelized right turn lanes to decrease vehicle turning speed and increase pedestrian safety.
12	DCM, General comment	Recommend considering using recycling pavement in the DCM	Leave as-is. This language is already included in the MMCD Section 01 42 00, subsection 2.27 NAPA and as such has not been repeated in the DCM
13	DCM, Section 8.20.11 Site Access and Onsite Circulation Review	Should insist on a swept path analysis for all on-site loading activities as well as for solid waste management activities using an appropriate design vehicle and an acceptable software package (AutoTurn software).	Agreed and changes made. Swept path analysis is already discussed in this section. However, we use the term "turning template" instead. For better clarifications, "turning template" was replaced with a "swept path analysis".
14	DCM, Section 8.5.4 Curb Return	Consider reducing right turn speed by reducing intersection curb radii	Agreed and changes made. Language was added that requires design engineers to make every effort to lower the design vehicle turning radius to accommodate site specific conditions and/or to improve pedestrians and cyclists' safety
15	DCM, Section 8.20.8 Existing Conditions	Traffic data should be no more than 2 years old to be viable	Agreed and changes made.
16	Bylaw, Section 10.10 Traffic Management Plan (TMP)	Recommend that developers submit a TMP prepared in accordance with the MoTI Traffic Management Manual as updated from time to time. You may wish to prepare a supplement that addresses the unique needs of the City. Having a	Agreed and changes made. MOTI's Traffic Management Manual is commonly used for preparing Traffic Management Plans in BC. Having said that, adding an explicit language requiring this, would clarify better the expectations when preparing the plan. As such, a sentence was added to DCM,

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		qualified P.Eng. sign the drawings provides something for the City to fall back on.	<p>Section 15.0, Supplemental Specifications, Section 01 55 00 "Traffic Control, Vehicle Access and Parking" that requires contractors to use MOTI's Traffic Management Manual.</p> <p>The same section in DCM already included a language that requires the TMP be signed by a P.Eng.</p>