

Comments	Department	Response	Commentor
Parkland Dedication: Cash-in-lieu of parkland will be required for this development based on 1 hectare per 500 dwelling unit rate.	Jyoti Pathak, Parks and Recreation	Acknowledged.	GSP
Appraisal report is required to determine CIL amount prior to submission of any building permit applications. Appraisal shall be prepared by a qualified appraiser and member of the Appraisal Institute of Canada.			GSP
Demonstrate sufficient separation between the bottom elevation of underground parking and groundwater is provided; or demonstrate how the proposed underground parking facility will be waterproofed (related to protection of water resources).	Leah Lefler, Planning and Building Services	Building Foundation to be water proofed as per requirements from the City of Guelph and the OBC 2012.	GM BluePlan
Confirm if 2.5 metre road widening was previously dedicated. The ultimate right-of-way width of Edinburg Road North is 30.00 metres.	Shophan Daniel, Engineering Services	The site plan has been revised to show a 2.5m road widening along the subject site.	TransPlan
Traffic Study, Access, Parking and TDM Comments			
TIS is missing the summary of the queue and synchro queue analysis for the intersections.		A queuing analysis using Synchro 11 and SimTraffic 11 software has been provided in Section 9.3 of Trans-Plan's TIS.	TransPlan
To restrict left turning traffic, a raise centre median is required on Edinburg Road in front of the north driveway.		Trans-Plan reviewed the 95th PCT queues for the northbound left turn movement at the intersection of Edinburg Road North at Willow Road under future 2029 traffic conditions using both Synchro and SimTraffic software. The analysis results indicated that the 95th PCT vehicle queues for the movement is not expected to extend beyond the north driveway. As such, the development proposes a traffic island / "pork chop" to restrict vehicle movements to right-in / right-out only at the northerly proposed site driveway, instead of a new centre median on Edinburg Road North.	TransPlan
On-site circulation and exit maneuvers are missing for the waste pickup truck.		The turning templates showing the waste collection vehicle egressing from the loading space and the exiting the site is shown in Figure 17 of Trans-Plan's TIS. It has been updated to reflect the drive-aisle and loading layout on the latest site plan.	TransPlan
Sustainable Transportation Comments			
Install wayfinding signage on-site, communicating the travel time by foot and bike to nearby amenities such as grocery stores, schools and commercial areas.		The noted TDM measures such as wayfinding signage have been added to the TDM Plan discussed in Section 12.	TransPlan
External site layout requires improvements to create a more inviting environment for pedestrians/cyclists.		The site plan prepared by Technoarch has been revised compared to the previous submission to address this comment. Pedestrian walkways surrounding both apartment buildings are now proposed, whereas on the previous site plan, walkways were not provided on the north side of the north building and the south side of the south building (requiring pedestrians to detour to the centre of the site).	TransPlan
Please confirm underground long term bicycle parking room is secure. Staff encourage to feature a variety of bicycle rack styles, to accommodate oversized bikes and users with limited upper body strength.		Per the revised basement floor plan prepared by Technoarch, the room containing the long-term bicycle parking spaces in the underground parking garage underneath the north apartment will be secured by key card. The entire basement level containing the long-term bicycle parking spaces for the south apartment is secure, given that it can only be accessed via the elevators and stairs from inside the apartment. Details on the bicycle racks shall be provided later into the development application process.	TransPlan
Municipal Services Comments			
If required by the City the Developer shall be responsible for the entire cost of removing the existing storm, sanitary sewer lateral and the water service lateral.		Acknowledged.	GM BluePlan
It is recommended that the FUS calculation be completed by the developer to determine the required fire flow based on building size, construction, and configuration.		The fire underwriters survey calculations have been provided in the revised Functional Servicing and Stormwater Management Report.	GM BluePlan
Storm Water Management & Servicing			
SWM criteria was previously complete in 2017. Contact and obtain an updated criteria for the site.		Acknowledged, the updated SWM Criteria was received from the City of Guelph on March 2, 2022	GM BluePlan
Initial time of concentration shall be 5 minutes in all cases currently 10 mins has been used.		Acknowledged.	GM BluePlan
Initial time of concentration shall be 5 minutes in all cases currently 10 mins has been used.		Acknowledged.	GM BluePlan
Development required to provide a minimum of enhanced level of protection (i.e., 80%).		Acknowledged.	GM BluePlan
OGS units operating alone will be considered as capable of achieving a TSS removal efficiency of 50%.		Acknowledged.	GM BluePlan
Water balance criteria is required for the development.		Acknowledged, see the updated Functional Servicing and Stormwater Management Report for our comments on the water balance.	GM BluePlan
Identify the external drainage area in the subsequent submission.		Acknowledged, the approximate external drainage area has been determined based on GRCA Contour information	GM BluePlan
Environmental Comments			
RSC is a mandatory requirement.		Acknowledged.	GeoPro
Phase One and Two ESA reports are in draft phase. Require final complete reports to review.		Final reports have been included in the resubmission.	GeoPro
Review City's guideline for the development of contaminated or potentially contaminated sites.	Acknowledged.	GeoPro	
Noise Comments			
P. Eng stamp is incorrect.	Updated in revised report.	SLR	
Revise title of report to 'feasibility'	Updated in revised report.	SLR	
Table 2, review and revise column header	Updated in revised report.	SLR	
Section 2.3.1, the road data should be project 10 years after the construction completion date. No calculations were provided in appendix B.	Updated in revised report to 2035 design year (13 years in the future). Calculations provided in Revised Report	SLR	
Below Table 5 notes that Day/Night split data was provided by the City, please confirm who provided the data or which department.	Report text revised to indicate that the typical values advocated by MECP were used.	SLR	
Table 8 notes that a type A warning clause is allowed, please provide reference of NPC 300.	Please see NPC-300 Section C7.1.1 - Outdoor Living Areas	SLR	
Table 8 please clarify what are applicable guideline limit. The allowable is 55 dBA and stanson calculation states that impact is 61 dBA.	Under NPC-300 noise guidelines, the objective sound level for outdoor amenity areas is 55 dBA. Sound levels of up to 60 dBA (a 5 dB excess) are allowed with the use of a Type A noise warning clause. Sound levels in excess of 60 dBA are not allowed. Where mitigation is used/ required, then a Type B noise warning clause must be used. Please see NPC-300 Section C7.1.1 - Outdoor Living Areas Note that the OLA locations are updated to reflect the current site plan in the Revised Noise Report.	SLR	
Clarify what clause A is being applied to the residential block	The warning clauses re updated to reflect the current site plan in the Revised Noise Report.	SLR	
What are building component requirements? Request noise consultant to work with architect and assess the layout of the site to reduce the noise. Warning clause to be the last resort and mitigation measures should be explored.	Building component requirements are provided in Section 2.4 of the Report.	SLR	
In Table 7 of the noise report do the combined sound level was whistle Noise included?	Rail whistles are not sounded at the crossings in the immediate area. The closest crossing where whistling occurs are located more than 1 km away.	SLR	
Is the site classified as class 2.	No. The site is in a Class 1 Area as defined under NPC-300. A Class 1 area is an urban area, acoustically dominated in all hours by man-made sounds such as road and rail traffic noise. A Class 2 area is a suburban/semi-rural area where the sounds of nature dominate during evening and night-time hours. Regardless, the Class 2 limits are also met.	SLR	
Assessment of indoor noise level is required (to be completed at later stage).	Indoor noise levels were assessed. Building component requirements are provided in Section 2.4 of the Report. With these components, the indoor noise guideline limits are met.	SLR	
Section 4.2.2, should make reference to commercial outdoor amenity area as shown in figure 8.	This Commercial Outdoor Amenity area has been removed in the latest site plan.	SLR	
Please clarify why ground absorption was considered as the development will have mostly paved area.	Both acoustically absorptive (eg., grass) and acoustically reflective (e.g., paved) areas were modelled in the analysis, as appropriate.	SLR	
Please confirm if field data was obtained. Confirm the type was measured as per NPC-103. Unclear if the testing was completed as per steady/impulsive sound or varying sound. Please add verbiage in the report.	Noise emission data (sound power levels) from manufacturer's data, from engineering calculations, and from previous measurements of similar equipment were used. All MECP Publication NPC-101, NPC-103, and NPC-104 requirements were met.	SLR	
Comments			
There is a new definition of Service Establishment that should be applied for rather than Personal Service Establishment. Clarify Day Care as a permitted use	Pat Sheehy, Zoning	Revised OPA/ZBA schedules have been included in the resubmission package. Day Care has been removed as a permitted use.	GSP
Multi-unit buildings with common lobby, common indoor or sheltered space, require a centralized lock box assembly which is to be provided by, installed, and maintained by the developer/town at the owner's expense. Building with 100 units or more must have a rear loading Lock Box Assembly with dedicated secure mail room.	Canada Post	Acknowledged.	GSP
No objections subject to conditions being addressed.	Adam Laranjeiro, Upper Grand District School Board	Acknowledged.	GSP
Please provide an informal response from Ward Economics on the impact of a new development application in the immediate area - at 111-193 Silvercreek Parkway N. More info on this development application can be found here: https://guelph.ca/2021/01/111-193-silvercreek-parkway-north/ . I would also like them to comment on recent revisions to another active development application in the area at 47-75 Willow Road (revision received in May 2021 - https://guelph.ca/2020/01/47-75-willow-road/).	Michael Witmer, Planning	In summary and as detailed in the Ward Land Economics Inc. ("WLE") letter dated February 16, 2022 (attached), with the revised site plan for 265 Edinburg Road North, the reduced amount of commercial space proposed is not significantly different and the convenience and service oriented commercial function remain unchanged. The updated commercial development information in the market area and the revised site plan for 265 Edinburg Road North do not change the analysis, findings, and conclusions of the WLE Commercial Function Study. Based on the findings of the WLE Commercial Function Study, a redesignation and rezoning of the Site to permit Medium Density Residential with a convenience commercial component is justified.	Ward Economics
Urban Design Comments dated June 18, 2021; Revised Urban Design Report required.	Ryan Mallory, Development and Urban Design	Please see revised Urban Design Brief.	GSP Group