

35, 40 and 55 Silvercreek Parkway South, Guelph

OPA/ZBLA ZC1510 Draft Plan of Subdivision 23T-19001

Comment Response Matrix for Second Submission

Responses last updated on September 14, 2021

Jim Hall Development Engineering (March 4, 2021) 519-822-1260 x3514 jim.hall@guelph.ca		
#	Comment	Response
24	<p>Sustainable Transportation Section 6.1 of the Transportation Update and Response document references separated cycle tracks on both sides of Silvercreek Parkway South, however the Conceptual Drawing in Appendix A shows an MUP on the north side and on-road bike lanes on the south. Please revise to show the cycle tracks adjacent to sidewalks as directed, and ensure proposed facilities tie into existing facilities (which consist of a MUP on the south side and on-street bike lane on the north).</p>	<p>Burnside</p> <p>MBTW An updated and more detailed Active Transportation Plan (Figure 9 ,Page 22) has been included in the Urban Design Brief. The locations and types of facilities has been coordinated between the engineers to ensure appropriate proposed connectivity within and to the surrounding communities.</p> <p>Ongoing discussions with staff of the facility types and locations with the Silvercreek Parkway South R.O.W. are occurring. The total width the of the cross section will not change.</p>
25	<p>In order to facilitate a pedestrian friendly environment, add connections indicated in the attached document ("2021-01-12 Sustainable Transportation Sketch.pdf") to facilitate direct pedestrian access to: Blocks 1, 4 & 5, Blocks 6-10, Blocks 12, 15 & 16. Current lack of connectivity for people walking is problematic. Pedestrian links are shown in red.</p>	<p>Burnside</p> <p>MBTW An updated and more detailed Active Transportation Plan (Figure 9 ,Page 22) has been included in the Urban Design Brief. The locations and types of facilities has been coordinated between the engineers to ensure appropriate proposed connectivity within and to the surrounding communities.</p>



Two additional walkway blocks were introduced in the updated Draft Plan. One along the north and eastern edges of Block 18 and one between Townhouse Block 6&8. Both provide additional pedestrian connectivity to the main street from the internal residential streetscapes.

26

In the first submission comments, staff requested sidewalks on both sides of streets A, C and D. Please update accordingly. Note: for Street A, if the walkway located southeast of Block 17 will be treated as a public walkway to be used by residents living in Blocks 4 and 5, the additional sidewalk on the northwest side of Street A does not need to be included. Additional sidewalks are shown in red on the attached document ("2021-01-12 Sustainable Transportation Sketch.pdf").

Burnside

MBTW
 Sidewalks have been updated along Street A,C & D as indicated and where appropriate to enhance and complete pedestrian connectivity within the proposed community. The three northern requested sidewalk / walkway connections to Silvercreek Parkway have not been included as the construction of a staircase (not accessible) would be required due to the grading of the Silvercreek Parkway underpass.

A new walkway (Block 27) has been included providing access to the north-east residential area from the Intersection of Silvercreek Parkway and Street C. Additionally a walkway block (Block 30) has also been included along the east and northly boundaries of the

		<p>mixed use block 28 providing public pedestrian access to the north-west residential area.</p> <p>Please see the Active Transportation Plan for further details (Figure 9 ,Page 22)</p>
57	<p>Park Block Location, Frontage and Layout The park block locations and layout are generally satisfactory with the following revisions/comments: The City's Zoning By-law (P Zones) outlines the minimum road frontage for parkland to be 1m for every 100m2. The park blocks appear to have sufficient road frontage. Please confirm by adding road frontage dimensions on the Proposed Development Plan (Drawing 1.2).</p>	<p>MBTW</p> <p>To be Addressed by Astrid?</p>
<p>David de Groot, Senior Urban Designer (March 24, 2021) 519-822-1260 x2358 david.deGroot@guelph.ca</p>		
93	<p>Urban Design Brief Comments Page 3 – Barriers and Connections</p> <ul style="list-style-type: none"> • There are no barriers between the subject property and the City owned SWM facility on the easterly side of the creek. There is a publicly accessible maintenance bridge which links to the trail system. Please clarify what barriers and/or revise., 	<p>MBTW Write up expanded to include description of the publicly accessible maintenance bridge connecting the site to the existing open space to the east</p>
94	<p>Page 4 – Surrounding Transportation, Open Space, and Natural Heritage Systems</p> <ul style="list-style-type: none"> • Add: The link to the Hanlon Expressway for vehicular movement. • Add: The link to the Open Space System along the Eramosa River. • Add: The proposed development will connect to the SWM trails system as well, via the maintenance bridge over the creek. FYI - Access to the NHS will be limited as it will be fenced along the development side of the creek. Please revise third paragraph. 	<p>MBTW Revised</p>
95	<p>Page 14 – Site Design</p> <ul style="list-style-type: none"> • Speak to the need for on-street parking, especially adjacent to mixed use buildings, the urban square and park. Visitors to the area need somewhere to park close to amenities. 	<p>Burnside MBTW Revised and expanded (please see page 20 in UDB under "Parking")</p>
96	<p>Page 14 – Transitions</p>	<p>Astrid</p>

	<ul style="list-style-type: none"> • The Park Townhouse units should have approximately 5m front yards setbacks (facing the park), to permit the adequate space for outdoor ing shaspaces/patios/furniture. See further comments under Zoning below. • Add the proposed berm on both sides is to be landscaped. 	<p>MBTW Townhouse units fronting directly onto the Neighbourhood Park are not configured to associate their private outdoor amenity space directly adjacent and contiguous to the public park. The interface is proposed to be active front doors with only front porches and walkways connecting to a public walkway block. Private amenity space for the units is proposed to be located at the rear of the unit on a deck above the garage and potentially inset into the second floor partially. A design panel describing the interface of these “Through Lots” has been submitted separately to the City in response to this question. The UDB has been updated to discuss the interface in greater detail as well (Section 2.2, Page 26, 27)</p> <p>Berm Landscaping Comment - Revised</p>
97	<p>Page 16 Parking</p> <ul style="list-style-type: none"> • Parking: screened (sp.) through landscaping. 	<p>MBTW Revised</p>
98	<p>Page 16 -- Access, accessibility, circulation, loading, storage.</p> <ul style="list-style-type: none"> • The pedestrian circulation should be further developed. Please see further comments under “Comments on Submitted Design Concept”. 	<p>MBTW An updated and more detailed Active Transportation Plan (Figure 9, Page 22) has been included in the Urban Design Brief. The locations and types of facilities has been coordinated to ensure appropriate connectivity within and to the surrounding communities.</p>
99	<p>Page 18 – Materials / Architectural Treatment</p> <ul style="list-style-type: none"> • Please provide some additional direction. For example, along Silvercreek Parkway, buildings are to be finished with predominantly natural and durable materials such as stone and brick. Pre-cast panels or replica materials (such as pre-cast concrete panels made to look like brick/stone) should only be shown above the 3rd storey. • Add further discussion around building shaping given policies 8.8 and 8.9 of the Official Plan and the results of the Pedestrian Wind Assessment: o 	<p>MBTW Revised. Discussion on wind assessment and effects on building shaping has been added. The material and colour palettes will be determined at a later stage and subject to the Architectural Control Review.</p>

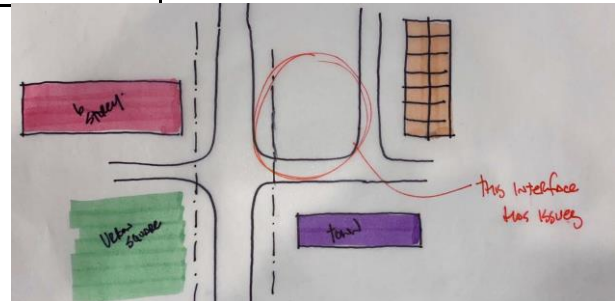
	<p>Ensuring building entrances are located at regular intervals;</p> <ul style="list-style-type: none"> o Restricting building length; o Ensuring adequate spacing between buildings; o Ensuring upper-storey building floorplates are limited; and, o Limiting the amount of surface parking. <p>Urban design staff will be looking for appropriate building shaping regulations in the Zoning By-law based on the above points. See further discussion below.</p>	
100	<p>Page 19 -- 2.2 Integration with the Public Realm</p> <ul style="list-style-type: none"> • Include conceptual cross section(s) of streets showing building setbacks, trees, sidewalks, on-street parking if proposed. <p>Please also include 45 angular plane requirement as required from the ROW centerline. (9.13.2.5.3a). Justification of deviation from the angular plane has not been provided.</p> <p>All streets to include sidewalks on both sides of the street.</p>	<p>MBTW</p> <p>Streetscape cross sections for Silvercreek Parkway, 17m, and 20m ROW's have been included in the updated Urban Design Brief (Section 2.2,Page 28)</p> <p>Through further discussions with staff, a separate angular plane study document has been included within this updated submission as an appendix to the Urban Design Brief.</p> <p>In response to comment 26, the Draft Plan was updated to accommodate additional requested sidewalk locations both in the comments received and through further discussions with staff. An updated and more detailed Active Transportation Plan (Figure 9 ,Page 22) has been included in the Urban Design Brief. Which clearly identifies all proposed sidewalk locations.</p>
101	<p>Shadow and Pedestrian Wind Study Comments</p> <ul style="list-style-type: none"> • Please resubmit the Shadow Study with the following changes: <ul style="list-style-type: none"> o 10 storey buildings are being proposed so the shadow study needs to show 10 storey buildings. o Provide analysis of the Shadow Study given the applicable shadow impact criteria outlined in the City's Sun and Shadow Study Terms of reference: https://guelph.ca/wp-content/uploads/Guelph-Sun-Shadow-Study-Terms-of-Reference-19-05-27.pdf o Ensure times are corrects. Note EDT (April, June and September). 	<p>MBTW</p> <p>An updated shadow study has been prepared based on the criteria requested and added into the UDB as an appendix B.</p>

	<p>o Please comment on the shadowing of the urban square based on the criteria set out in the City's Terms of Reference.</p>	
102	<ul style="list-style-type: none"> • Staff has reviewed the submitted Pedestrian Wind Assessment. Based on the conclusion of the study, there are uncomfortable wind conditions predicted during the winter at certain locations. As outlined in the report, introducing stepbacks and podiums would assist in addressing the concerns identified. In part this has informed urban design staff comments regarding breaking up the building massing (e.g. stepbacks, building lengths etc.). The massing should be adjusted to implement the directions of this study. The concept plan should also be reviewed to look at moving the common amenity areas of Buildings 1 and 2 as noted in the wind report. 	<p>Further discussions with the wind consultant has resulted in some conceptual demonstration plan changes to address uncomfortable conditions. Based on those changes a revised assessment letter has been prepared. It is important to note that the built form conceptually shown on the apartment and mixed-use blocks are not designed yet and represent only one way in which the development may be built. Each of these block will be subject to the site plan application process at which time a detailed building design will be submitted and re-evaluated for wind.</p> <p>Please review the updated letter from RWD for further details on the assessment.</p>
103	<p>Comments on the Concept Plan</p> <ul style="list-style-type: none"> • What is the purpose of the surface parking lot in Block 6 adjacent to the railway tracks? Who is it for? For discussion. 	<p>This parking lot has been removed. Please see the updated demonstration plan (Figure 8 Page 19)</p>
104	<ul style="list-style-type: none"> • Built form should be provided along Silvercreek given the importance of this road and the creation of a strong streetwall. Thank you for adding an additional built form. Surface parking located adjacent to Silvercreek should not exceed 25% of the length of front and exterior lot lines. Staff suggest the building on Block 19 could be divided in two, with one building facing the urban square and the second building facing Silvercreek. 	<p>Fieldgate MBTW</p> <p>The demonstration plan has been updated to illustrate the screening and elimination of surface parking directly adjacent to Silvercreek Parkway. The conceptual building design has remained in it location to best address the urban square and the primary streetscape. Please note that the demonstration plan is just an illustration of one way in which the development</p>

		blocks may be ultimately designed in order to achieve the goals, objectives and regulations for the future community. These blocks will be subject to the site plan application process at which time a detailed design will be prepared, submitted, and evaluated appropriately.
105	<ul style="list-style-type: none"> Underground or structured parking is encouraged to reduce or eliminate the need for surface parking. Parking areas will be screened (9.13.2.5.3 b). 	Noted.
107	<ul style="list-style-type: none"> Provide sidewalks and trees on both sides of all streets (minimum 1.8m) to promote walkability and the creation of a barrier-free neighbourhood. Sidewalks connecting the taller building to the public realm are required. In particular sidewalks are missing and are required in front of the buildings on Block 18, Block 17, and Block 1. 	<p>Burnside</p> <p>MBTW</p> <p>In response to comment 26, the Draft Plan was updated to accommodate additional requested sidewalk locations both in the comments received and through further discussions with staff. An updated and more detailed Active Transportation Plan (Figure 9 ,Page 22) has been included in the Urban Design Brief. Which clearly identifies all proposed sidewalk locations</p>
109	<ul style="list-style-type: none"> Where is on-street parking proposed? Please provide an on-street parking plan. For on-street parking to be beneficial to commercial and public amenities it must be directly adjacent to these uses. Proposed on-street parking along Silvercreek should be fronting the Urban Square, as well as Block 19 along the west side. On street parking should also be provided fronting Block 18 and around the north and east edges of the urban square. 	Burnside/Parking Plan
111/112	<ul style="list-style-type: none"> We have concerns with the interface of Block 6 and 5 with Silvercreek. As proposed, there is the high possibility that private fencing will be erected directly adjacent the public realm to create privacy to rear private yards. This will create an undesirable 'dead zone' (back lotting) along this section of the street. This is especially concerning at the intersection of Silvercreek and 	<p>MBTW HGC Engineering</p> <p>The Draft Plan and the Demonstration plan have been revised to address this concern as best as possible. As Silvercreek Parkway continues north past Street A, the road lowers to go under the Rail Line. The grade differential between the road and the units requires a retaining wall to</p>
	Street C, where the most southerly block of Block 6 will back onto this major intersection, and provides no opportunity to address the street. Consideration for Through Townhouses, small apartment or small	

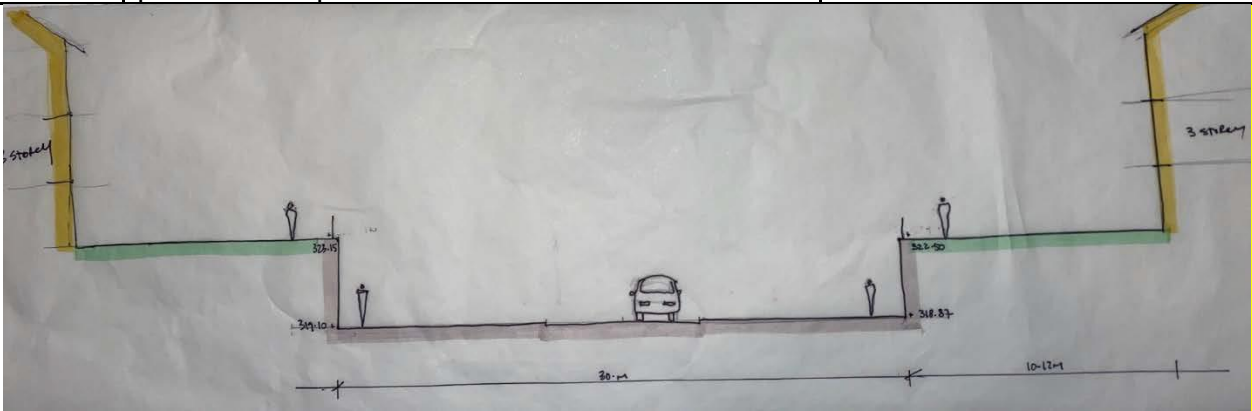
commercial block at the intersection may help resolve this interface. In addition, there will likely be acoustic walls will be required along Silvercreek to protect private amenity spaces (it appears the concept plan in the Noise Study does not represent the updated concept plan so this is not clear). For discussion, see the following example of townhouses facing the street with room for a landscaped buffer:
<https://goo.gl/maps/WQCWBzNWH2DDb2Kz5>

start fairly close the intersection of Street A and Silvercreek and increasingly get larger the further north towards the rail underpass. In order to best address the importance of the this primary intersection, a special built form configuration has been contemplated and shown in the demonstration plan (Figure 8, Page 19) as well as more detailed diagram (page 26). The corner will be address through the implementing two special corner through lots that have front doors addressing the intersection with appropriate elevation treatments and building massing. The remainder of the townhouse units in Block 8 will be the standard through lots as found elsewhere in the plan. Attached to the special corner through lot in Block 6 are conventional style units with rear privacy fencing. Transition through built form massing and architectural articulation, as well as landscaping will provide and a sensitive and appropriate Streetscape interface along Silver Creek. The internal local streetscape will be similar with driveways and private walkways leading the municipal sidewalks.



114	b. Grading	HGC Engineering Burnside
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	<ul style="list-style-type: none"> Staff is concerned about noise/wall grading around the underpass (Block 5 and 6). A 2m acoustic wall is being proposed in addition (staff note that concept plan in the Noise Study is not consistent with the concept plan submitted). The location of retaining walls associated with underpass should be examined to provide opportunities for street trees, landscaping and best pedestrian experience/comfort. For Discussion. 	
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115	<ul style="list-style-type: none"> The grading between Silvercreek between Block 5 and 6 is concerning please revise. See discussion above. 	<p>HGC Engineering Burnside</p>
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116	<ul style="list-style-type: none"> Concerned about grading/retaining wall near oak tree. The grading of the urban square needs to avoid pooling water around the oak tree. It should mimic the existing condition so as to not increase or decrease water to the trees root system. Lowering Street E would help achieve a better north-south flow across the square. 	<p>MBTW We defer to Burnside for comment on this item Burnside</p>
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117	<ul style="list-style-type: none"> The grading along the south side of the urban square makes accessibility between the proposed building (Block 19) and the urban square a challenge. The design will need to consider how to create a barrier free interface, that is not only functional but a feature of the square – e.g. theatre style seating with integrated ramping system. See sketch above for discussion. 	<p>MBTW The building might be inset into the grade to create barrier free access to the square? This seems like a detailed site plan question Burnside</p>
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120	<p>Next Steps Please submit:</p> <ul style="list-style-type: none"> An Urban Design Brief and concept plan should be submitted based on the above comments and implementing the directions of the pedestrian wind study. A revised grading plan based on the comments above. 	<p>MBTW: Updated Burnside</p>
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	<ul style="list-style-type: none"> • A revised sun/shadow study based on the comments above. • An on-street parking plan. 	
121	<p>In regards to Zoning, Urban Staff are not supportive of:</p> <ul style="list-style-type: none"> • The angular planes as proposed and the resultant height/massing. No rationale for variation has been provided. • Reducing the width of the park townhouse to less than 6m. No justification has been provided. • Reducing the setback to the park of the park townhouse to 3.5m. 	<p>MBTW</p> <p>A Supplementary Angular Plane Study has been prepared and attached as an appendix to the Urban Design Brief. Please note that the conceptual buildings are just illustrations and do not represent the detailed site plan designed that will be submitted and evaluated during the site plan application stage.</p> <p>The proposed through lot townhouses provide an opportunity for a mix of 5.5m & 7.5 unit width. This provides a varied both front and rear streetscape with a mix of single and 2 car garage options with areas of planting in between.</p> <p>The setback to the park is proposed to be the front unit's front yard with a porch and walkway. As such, this is not considered the units primary private amenity space. A 3.5m setback discourages unit owners from using this space as a typical back yard with patio furniture, BBQ's and other storage items which would conflict with public nature of the directly adjacent public neighbourhood park. Please review the submitted through lot study for further examples and details on the proposed interface.</p>
122	<p>Staff recommend including the following in the Zoning Bylaw:</p> <ul style="list-style-type: none"> • For the taller buildings regulations should be included to such as: <ul style="list-style-type: none"> o Include stepback requirements (e.g. 1.5m after the 4th storey and 3m after the 8th storey); o maximum building length; o minimum distance between buildings (e.g. 15 m); and, o Floorplates maximum for upper storeys. 	<p>MBTW Fieldgate</p>

	<ul style="list-style-type: none"> • Permitting townhouses integrated into apartment buildings; • Location of building heights to ensure variety of height as shown in the concept plan; • In regards to the townhouses, they should follow the directions of the Built Form Standards for Mid-rise Buildings and Townhouses: <ul style="list-style-type: none"> o Maximum building length of 48m; o Minimum width of 7m for back-to-back townhouses to ensure enough room for street trees where an integrated garage is provided; and, o Through Townhouse units should have approximately 5m front setbacks (facing the park), to permit the adequate space for outdoor space/patios/furniture. • Limit the amount of surface parking for apartments. • To ensure appropriate built form to Silvercreek Parkway, surface parking located adjacent to Silvercreek should not exceed 25% of the length of front and exterior lot lines. • Additional regulations may be required after reviewing the revised sun-shadow study 	<p>See response to comment 121 above for through lot townhouses</p> <p>Please see page 20 in UDB under "Parking"</p> <p>Updated concept plan.</p>
Henry Gamboa, Senior Urban Designer (December 30, 2020) 416-819-4975 Henry.Gamboa@alecrautilities.com		
123	No objection. (previous comments dated March 5, 2020)	Noted.
Adam Laranjeiro, Upper Grand District School Board (December 23, 2020) 519-822-4420 ext. 821 adam.laranjeiro@ugdsb.on.ca		
124	No objection. Standard draft plan conditions provided in March 5, 2020 correspondence.	Noted.
Neil Mazey, Canada Post (December 2, 2020) (519) 281-2253 neil.mazey@canadapost.ca		
125	Standard draft plan conditions provided.	Noted.