



April 22, 2021
Our File: 119117-1

City of Guelph
Infrastructure, Development & Environmental Engineering
1 Carden Street
Guelph, ON N1H 3A1

Attention: Shophan Daniel, C.E.T.
Engineering Technologist III

Re: 47-75 Willow Road
City of Guelph
File Number: OZS19-014

Dear Mr. Daniel:

In response to your comments dated January 14, 2021, we offer the following responses for your review and consideration:

1. Road Infrastructure:

Comment 1: ***Willow Road*** abutting the subject property is designated as a two (2) lane with center turn lane arterial road with grass boulevard on both sides, asphalt pavement, curb and gutter and concrete sidewalk on both sides of the street. The ultimate right-of-way width of Willow Road abutting the property is 30.48-metres no road widening is required as per City's Official Plan.

Dawson Road abutting the subject property is designated as a two (2) lane with center turn lane collector road with grass boulevard on both sides, asphalt pavement, curb and gutter and concrete sidewalk on both sides of the street. The ultimate right-of-way width of Dawson Road.

Response: *Acknowledged.*

Traffic Study, Access, Parking and Transportation Demand Management:

Transportation Services Staff Comments:

Comment 1: To effectively prohibit left-turning egress traffic from the Willow Road driveway, the channelized traffic island must be designed with the following geometric features:

- a) A 15m curb radius at the northwest quadrant so the exit angle becomes acute in relation to Willow Road;
- b) A narrow lane width for the right-turning egress lane; and
- c) A minimum island size of 30 square metres.

Response: *As discussed with the City of Guelph, a channelized traffic island has been provided to restrict left turns onto Willow Road (see revised engineering drawings).*

Comment 2: Provide adequate clear throat lengths at all driveways as per TAC standards and Synchro analysis.

Response: *All throat lengths as discussed with the City of Guelph have been shown and labelled on Traffic Geometrics Plan 1.*

Comment 3: Provide Traffic Geometric Plan demonstrating on-site waste collection and truck turning movement for garbage truck, fire truck and moving truck.

Response: *On-site waste collection and truck turning movements for the various trucks have been provided on Traffic Geometrics Plan 1.*

Comment 4: TDM comments are:

- a) Ensure strong north-south pedestrian connections, including designated crossings, within the site (to ensure pedestrians can easily access both the proposed and existing buildings).
- b) Ideally some or all of the secure bike parking for residents will be located on the building's ground floor, to reduce the need for cyclists to circulate underground parking alongside vehicles (can be hazardous due to constrained space and limited site lines).
- c) As per the TDM Considerations section, Staff will request additional strategies to those listed at the time when a site plan application is made. These may include but are not limited to: unbundled resident parking, wayfinding signage, a bicycle-repair station, and provision of a CarShare vehicle on-site.
- d) Please see Schedule B of the Site Plan Procedures and Guidelines document for the correct bike parking calculation. The 144 spaces proposed on SP.01 should be long term, to serve the residents of the apartment buildings.
- e) Please include EV-charging stations to support the City's 2050 Climate targets.

Response: *These comments will be addressed by others under a separate letter.*

2. Municipal Services:

Comment 1: *Willow Road* - Existing services within the right-of-way abutting the subject property are as follows:

- 1200mm & 750mm diameter storm sewer.
- 750mm & 225mm diameter sanitary sewer.
- 200mm diameter watermain.

Dawson Road - Existing services within the right-of-way abutting the subject property are as follows:

- 1350mm diameter storm sewer.
- 750mm diameter sanitary sewer.
- 250mm diameter watermain.

Servicing Capacities:

Sanitary Sewer Wastewater Collection System and Water Supply/Distribution System.

It has been confirmed that adequate sanitary and water capacities is available within the City System, to service the proposed development. However, the developer is advised that there is potential for marginal water supply pressure under certain conditions such as peak hour demand scenario at locations with elevation greater than 363 m height above mean sea level (AMSL).

And average day demand scenario at locations with elevation at 356 m height AMSL in the existing water system. Any means to mitigate this water pressure scenario to meet current Ontario Building Code standards on site, is the responsibility of the developer.

Minimum water service size should be 25 mm for residential and all other services sized appropriately for demand based on potentially low pressures

The existing sanitary sewer has sufficient capacity to accommodate the discharge of sanitary flow from the proposed development.

The existing service lateral may be required to be upgraded to meet current standards.

Response: *Acknowledged.*

3. Storm Water Management:

Comment 1: The swm report is acceptable for the purposes of the zone change application. GM Blue Plan has demonstrated that the site can be serviced for storm water management. The post development flows have been attenuated to the pre-development rate. As per the City’s criteria the allowable release rate for this site is 0.270 m³/s. for the 5 – years design storm.

Response: *Acknowledged.*

Comment 2: Please clarify if catchment 300 with a landscape area? In pre-condition it has an impervious percentage of 100%. In the post development it has the impervious percentage of 0%. Even if this was converted into a landscape area it would generate some runoff. Please clarify why 0% was used in the post development conditions.

Response: *Under existing conditions, this area consists of hard surfaces (concrete, asphalt, etc.) and has been modelled with a 100% imperviousness. Under post-development conditions, Catchment 300 is a landscaped area. In the post-development condition modelling, Catchment 300 is modelled as having a 0% imperviousness as there are no hard surfaces proposed. As summarized below, the post-development hydrologic modelling for Catchment 300 does generate runoff during the various design storm events. In summary, the runoff generated from Catchment 300 (0% imperviousness) during the various design storm events is as follows:*

Catchment 300	Design Storm Event					
	2-year	5-year	10-year	25-year	50-year	100-year
Post-Development Runoff Rates	0.000 m ³ /s	0.003 m ³ /s	0.005 m ³ /s	0.007 m ³ /s	0.009 m ³ /s	0.011 m ³ /s
Post-Development Runoff Volumes	0.63 m ³	3.26 m ³	5.56 m ³	8.49 m ³	11.10 m ³	26.65 m ³

Comment 3: Please note that at detailed design GM Blue Plan will need to assess the condition of the existing 300mm storm sewer outlet. CCTV will be required prior to site plan approval.

Response: *Acknowledged.*

4. Noise Report

Comment 1: The provided noise feasibility study is acceptable for the purpose of the zone change applications. A detailed noise study will be required during the site plan application process.

Response: *To be addressed by others during the site plan approval process.*

5. Environmental

Comment 1: We will support the zone change. However, it should be noted the Developer shall fulfill the following environmental conditions for a Site Plan Approval:

1. Submit a copy of the RSC and the RSC acknowledgement form the MECP.

Response: *To be addressed by others during the site plan approval process.*

For your information, please find enclosed the following:

- Engineering Drawings for 47 Willow Road (GM BluePlan Engineering Limited, Revision No. 2)

We trust this is the information you require at this time. If you have any questions or require additional information, please do not hesitate to call.

Yours truly,

GM BLUEPLAN ENGINEERING LIMITED

Per:

A handwritten signature in blue ink, appearing to read 'AKroetsch'.

Angela Kroetsch, P.Eng.

cc. Nancy Shoemaker, JD Barnes Limited
Julia Salvini, Salvini Consulting
Ken Fish, Willow Court Ltd.

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