

## Attachment-13

### Departmental and Agency Comments

<b>Respondent</b>	<b>No Objection or Comment</b>	<b>Conditional Support</b>	<b>Issues/Concerns</b>
<b>Planning</b>	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
<b>Engineering*</b>	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
<b>Urban Design</b>	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
<b>Environmental Planning</b>	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
<b>Parks Planning</b>	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
<b>Canada Post</b>	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
<b>Upper Grand District School Board</b>	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
<b>Grand River Conservation Authority</b>	No objection		No comments or conditions as the subject lands are not regulated by the Grand River Conservation Authority.

\*Memo attached

# Internal Memo



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Date May 13, 2024  
To **Lindsay Sulatycki, Senior Development Planner**  
From Louis de Jong, C.Tech  
Engineering Technologist III  
Service Area Infrastructure, Development, and Environment  
Department Engineering and Transportation Services  
**Subject 1166-1204 Gordon St**  
**OZS22-007**  
**Forth Submission**

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The comments below are a compilation from various city staff and departments, and are based on the following plans & reports:

- Functional Servicing and Stormwater Management Report (FSR) – prepared by GMBLuePlan.; May 9, 2024
- 1204 Gordon St -Civil Plans- prepared by GMBLuePlan; dated May 9, 2024
- Hydrogeological Study for Residential Development at 1166, 1170,1182, 1190, 1200, and 1204 Gordon St- prepared by GMBLuePlan.; dated November 2023
- Transportation Impact and Parking Study – prepared by Paradigm solution ltd. dated January 2022.
- Transportation Impact Study Addendum– *prepared by Paradigm solution ltd. dated November 13, 2023*
- Roadway Traffic Noise Assessment, 1166 Gordon Street, Guelph Ontario – prepared by GradientWind; dated November 23, 2023
- Phase One Environmental Site Assessment – prepared by GM Blue Plan Engineering. dated February, 2022.

## **Development Engineering:**

### ***Municipal Services:***

The servicing capacity analysis was completed prior to the submission of the application. The results were as follows:

#### Water

The development demands were added to the model on Landsdown Drive. The post-development pressures under existing conditions ranged from 40 - 46 psi which is below the preferred operating range of 50 - 80 psi specified in the 2022 Master Plan but above the minimum allowable operating pressure of 40 psi. The ground elevation of the development is approximately 344 m. Based on the target hydraulic grade line (HGL) of 377m in Zone 1, this would result in a pressure of 33 m (47 psi) at the development. This does not account for system losses or fluctuations in water levels in the elevated tanks. As such, it is not expected that the pressure in the development area would be within the preferred operating range of 50 - 80 psi, which can be addressed at the time of site plan.

The available fire flow at the nearby hydrants H\_1794 and H\_517 are 543 L/s and 105 L/s, respectively. During detailed design the site and buildings should be designed so that the fire hydrants meet minimum fire flows as identified in the Water Supply for Public Fire Protection, Fire Underwriters Survey are utilized.

#### Wastewater

The sanitary flows are predicted to increase by +7.84 L/s. This rate was calculated based on the area of the site and the increased flow was applied as constant flows in the WWF simulation. The model results suggest the local sewer on Landsdown Dr currently flows at 1% (WWF) of its full capacity under existing conditions, and at 19% of its full capacity under post-development conditions. Looking downstream toward the Hanlon Expressway, the receiving trunk sewer is projected to flow at 43% (WWF) of its full capacity under existing conditions, and at 44% (WWF) of its full capacity under post-development conditions, representing an increase of 1%. The model shows the HGL within the obvert for all MHs until it reaches the WWTP. This suggests that the existing collection system has sufficient residual capacity to manage the increased flows from the proposed development.

### **Site Servicing:**

The conceptual site services as proposed were reviewed by city staff and were deemed to be acceptable for the purposes of the zone change application. It was noted in the review that the servicing plan will be further assessed at the site plan stage. Further revisions may be required at time of site plan.

### **Stormwater Management:**

Based on the review of Table 10 in the FSR, the catchment area draining to the pond # 27 will increase peak flow by 9L/s in the two year event, 7L/s in the 5 year

storm, while reducing peak flows in the 25 and 100 year storm by 1L/s & 5 L/s respectively. All flows to storm Pond #105 are proposed to be reduced, ranging from 33L/s in the 2-year storm to 169L/s in the 100 year storm. At time of detailed design, the applicant shall further reduce the discharge to storm to Pond 27 to match pre-design rates.

City staff have reviewed the preliminary stormwater management design and note that the 1m minimum separation between seasonal high groundwater(SHGW) and the bottom of the infiltration gallery has been achieved.

The FSR proposes that stormwater system from catchment area 200 will drain into a chamber within the parking garage where the stormwater will be mechanically pumped into the infiltration gallery. Although acceptable for the purposes of zone change, it is not an ideal way to manage stormwater and it is recommended that an alternative to the mechanical system be implemented so that stormwater can drain via gravity to the infiltration gallery.

- At time of Site Plan, the runoff to pond 27 shall be further reduced to match the pre-development conditions.
- At time of Site Plan, ensure that all basements are waterproofed, as per the recommendations in the Hydrogeological study.
- At time of Site Plan, it is recommended that gravity fed alternatives to the mechanical pumping system and storage chamber for stormwater be explored.

#### **Grading:**

The grading plan was reviewed by city staff and it was noted that the overall site grading will provide for overland flow conveyance to the right-of-way. It was noted in the review that the grading will be further assessed at the site plan stage.

#### **Environmental Noise:**

The revised noise assessment was reviewed by city staff and is acceptable for the purposes of this application. The applicant should review the comments in the attached document and address them in a detailed noise study, which will be required as part of the site plan application.

#### **Environmental Engineering:**

Environmental Engineering supports the Official Plan and Zone Change applications for which the subject Phase One ESA report was prepared.

#### **Traffic Services:**

Staff are generally in support of the Official Plan and Zoning By-law Amendment application.

Transportation staff reviewed Transportation Impact Study and the addendums that were provided in support of the proposed development and staff agree with the study findings.

Driveways shall have a minimum slope of 2% and a target maximum slope of 5%. Proposed grading at the driveway access locations exceeds the maximum recommended grading of 5%. Improvements to the access grading will be reviewed at site plan approval process and accesses must be designed in accordance with the City's Development Engineering Manual (DEM).

Sustainable Transportation staff are generally supportive of the proposal; the submitted Transportation Impact Study (TIS) report and addendum identify a range of TDM measures that will support residents and visitors to choose sustainable modes of transport. Detailed design of sustainable transportation features, such as bike parking and the connections to sidewalks and cycling facilities within the Right of Way (ROW), can be discussed at the site plan stage.

### **Source Water Protection:**

The property is located in a WHPA C with a vulnerability score of 6. The property is not located in an Issue Contributing Area. We have a S 59 PAR that was submitted 8 March 2023 and is on file. The applicant should review what was submitted and decide if an updated S 59 PAR is required. If required, please complete and return an updated Section 59 Policy Applicability Review form. If you require assistance in completing the form, contact the City of Guelph's Risk Management Official at: 519-822-1260 ext. 2368 or [peter.rider@guelph.ca](mailto:peter.rider@guelph.ca) [https://guelph.ca/wp-content/uploads/SWP\\_Section59ReviewRequest.pdf](https://guelph.ca/wp-content/uploads/SWP_Section59ReviewRequest.pdf)

In accordance with Grand River Source Protection Policy CG-MC-29, please provide a Salt Management Plan. (Please submit an electronic version) This can be provided at formal Site Plan submission.

Note: Ensure that any private water supply or monitoring wells that are no longer in use are abandoned in accordance with O. Reg. 903. In accordance with Grand River Source Protection Policy CG-CW-37, the applicant will need to indicate what DNAPL (if any) or other potentially significant drinking water threats will be stored and/or handled on the property. A Risk Management Plan may need to be developed.

### **Staff Recommendations:**

Engineering supports approval of the Official Plan and Zoning By-law amendment application.