

Attachment-13 Departmental and Agency Comments

Table 1 Summary of Comments

Respondent	No Objection or Comment	Conditional Support	Issues/Concerns
Planning	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
Engineering and Transportation Services*	No objection subject to Holding provisions	Yes	Conditions to be addressed prior to removal of Holding provisions and prior to site plan approval are included in Attachment 4.
Environmental Planning	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
Parks Planning*	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
Transit	No objection	Yes	Comments to be addressed prior to site plan approval are included in Attachment 4.
Ministry of Transportation (MTO)*	MTO permit required prior to issuance of building permit	Yes	Comments to be addressed prior to site plan approval and issuance of building permit are included in Attachment 4. MTO setbacks are included as specialized zoning regulations.

* Memo or letter attached

Internal Memo



Date	September 26, 2024
To	Lindsay Sulatycki, Senior Development Planner
From	Ryan Mallory, Park Planner
Service Area	Public Services
Department	Park and Trail Development
Subject	601 Scottsdale Drive - Proposed Zoning By-law and Official Plan Amendment – OZS24-007

Park and Trail Development has reviewed the application for the above noted proposed Zoning By-Law and Official Plan Amendment including the Notice of Complete Application and Public Meeting dated May 16, 2024 and offers the following comments:

Zoning Bylaw Amendment and Official Plan Amendment:

Park and Trail Development has no objection to the proposed Zoning By-Law and Official Plan Amendment to change the Official Plan designation to a site-specific Mixed-Use Corridor 1 designation and to rezone the property to a site-specific Mixed Use Corridor with a Parking Adjustment (MUC-XX(PA)) Zone.

Parkland Dedication

The following information was previously noted in Park and Trail Development's memo of December 6, 2023 and June 12, 2024. Confirmation that all suites do not meet the parkland dedication by-law definition of a dwelling unit will be determined at the time of building permit applications.

Payment in lieu of parkland dedication was provided at a rate of 5% prior to the issuance of the building permit for Phase 1.

Although additional density is being proposed for this site, a 'top-up' of parkland dedication is not required. The application proposes buildings of "residential suites" which is defined as: a building containing 5 or more suites that are used to provide living accommodation where access to each suite is obtained through a common entrance or entrances from the street level and subsequently through a common hall or halls. Each suite shall contain bathroom facilities but does not have exclusive use of a kitchen.

The City's parkland dedication by-law uses dwelling units to determine the amount of parkland dedication required. Section 3.(g) defines dwelling units as "any property that is used or designed for use as a domestic establishment in which one or more persons may sleep and prepare and serve meals". For this development, because not all units have kitchen facilities where persons may prepare meals, the alternative rate does not apply.

Figure 2: Internal Memo - 601 Scottsdale Drive - Proposed Zoning By-law and
Official Plan Amendment - OZS24-007, Page 2 of 2

Summary

The above comments represent Park & Trail Development's review of the proposed development. Based on the current information provided, I would support the proposed development subject to the comments outlined above.

Regards,

Ryan Mallory, Park Planner
Parks
Public Services

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Ministry of Transportation

West Operations
Corridor Management Section West

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Ministère des Transports

Opérations ouest
Section de la gestion des couloirs routiers de l'Ouest

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Date: Feb 26, 2024

To: Lindsay Sulatycki, City of Guelph

Re: OP & ZBA Pre-Submission – MTO Comments (601 Scottsdale Dr. Guelph ON)

The Ministry of Transportation (MTO) has reviewed the concept site plans prepared by Sweeny&Co Architects, dated Mar 13, 2023 for 601 Scottsdale Dr, Guelph ON. The site plan submission had been considered in accordance with the *Public Transportation and Highway Improvement Act* (PTHIA), MTO's Highway Corridor Management Manual (HCMM) and all related guidelines and policies. The following outlines our comments:

Highway 6 (Hanlon Expressway) along the subject property is a **Class 1B – Staged Freeway** with a posted speed of 70 km/hr, and is designated as a **Controlled Access Highway** (CAH). As such, all requirements, guidelines and best practices in accordance with this classification and designation shall apply.

The owner should be aware that the property lies within MTO's Permit Control Area (PCA), and as such, MTO Permits are required before any demolition, grading, construction or alteration to the site commences. In accordance with the Ontario Building Code, municipal permits may not be issued until such time as all other applicable requirements (i.e.: MTO permits/approvals) are satisfied.

General Notes:

As previously communicated, the Highway 6 and Stone Rd intersection is proposed to have major reconstruction work occur, under a future highway improvement project that converts Highway 6 from a staged freeway to a fully interchanged controlled freeway. To facilitate these required improvements additional lands will be required to be protected. As such MTO had provided an enhanced setback line which was to be achieved and shown on future site plan submissions ("Stone Road Set-Back Map - Dec 2022 – Disclaimer.pdf"). The latest submission does not meet the required setback, with integral components to the development being located within the setback line, see "MTO Setback Mark-up.pdf" for reference.

- All buildings, structures and features integral to the site to be located beyond this setback line from the highway property limit, inclusive of parking, drive aisles, above and below grade infrastructure, etc. The MTO setback is to be applied and shown on the future site plans from
 - There are a number of integral elements proposed within the MTO setback line, including:
 - Portions of the 6.5m wide drive aisle/fire route, including the turn-around and access to the internal loading areas;

- Pedestrian walkway and other amenity spaces; and
- Approx. 32 parking spaces along the easterly property line of the subject site.
- Alternative site configuration should be investigated to meet the required MTO setback limit.

Site Plans:

- Revised Site Plans, Site Grading Plans, Site Servicing Plans, Landscaping Plans, Illumination Plans, Sediment and Erosion Control Plans that achieve the identified MTO setback limit shall be submitted to MTO for review and approval.

Stormwater Management:

- To ensure that stormwater runoff from this property does not adversely affect our highway drainage system or highway corridor, MTO requires the owner to submit a Storm Water Management Report (SWMR) along with the above-noted grading/drainage plans for the proposed development for our review and approval. MTO Stormwater Management Requirements for Land Development Proposals can be obtained from the following website:
<https://www.ontario.ca/page/resources-transportation-planners#section-5>
 - The owner's drainage consultant should refer to the ministry website for applicable IDF curves and the ministry's Stormwater Management Requirements for Land Development Proposals.
http://www.mto.gov.on.ca/IDF_Curves/terms.shtml
 - The owner's drainage consultant shall ensure that all return periods are assessed (2yr, 5yr, 10yr, 25yr, 50yr, 100yr and Regional).

Should the applicant choose to proceed with the proposal, multiple MTO Permits will be required for this site,

- MTO Building and Land Use Permits will be required for the site, phased permits can be considered, however any work on site will require MTO permits including but not limited to the following.
 - Tree clearing/grubbing and/or advance grading.
 - New construction activities.
- MTO Sign Permit will be required for any proposed signage on the subject site, visible from MTO property limits, prior to installation of temporary and/or permanent signs.
 - Please provide a plan identifying the entire site signage proposed (visible from MTO property limits), fully dimensioned, for any permanent and/or temporary signs.

Permit Applications:

For reference, once municipal Site Plan Approvals are imminent the owner, or those working on their behalf, can proceed with submitting for MTO Permit(s). MTO accepts permit applications through our online portal. This application process will provide you the contact information of MTO staff assigned to your permit application and allow you to track the status of the application. In addition to the permit application, all pertinent

supporting drawings and reports can be uploaded into the permit wizard. The link to our system is as follows: <https://www.hcms.mto.gov.on.ca/PermitWizard>

If any further clarification is required regarding the MTO site plan approval or permits process, or if any issues are encountered during the additional consultation or application phase, please feel free to contact myself at allan.hodgins@ontario.ca or (226) 973-8580 and I will be more than happy to assist.

Regards,



Allan Hodgins
Corridor Management Planner

c. Maureen McIver, Corridor Management Officer, MTO

Attach: "Stone Road Set-Back Map - Dec 2022 – Disclaimer.pdf"
"MTO Setback Mark-up.pdf"

Figure 6: Highway 6 and Stone Road - Setback for 601 Scottsdale Drive - MTO

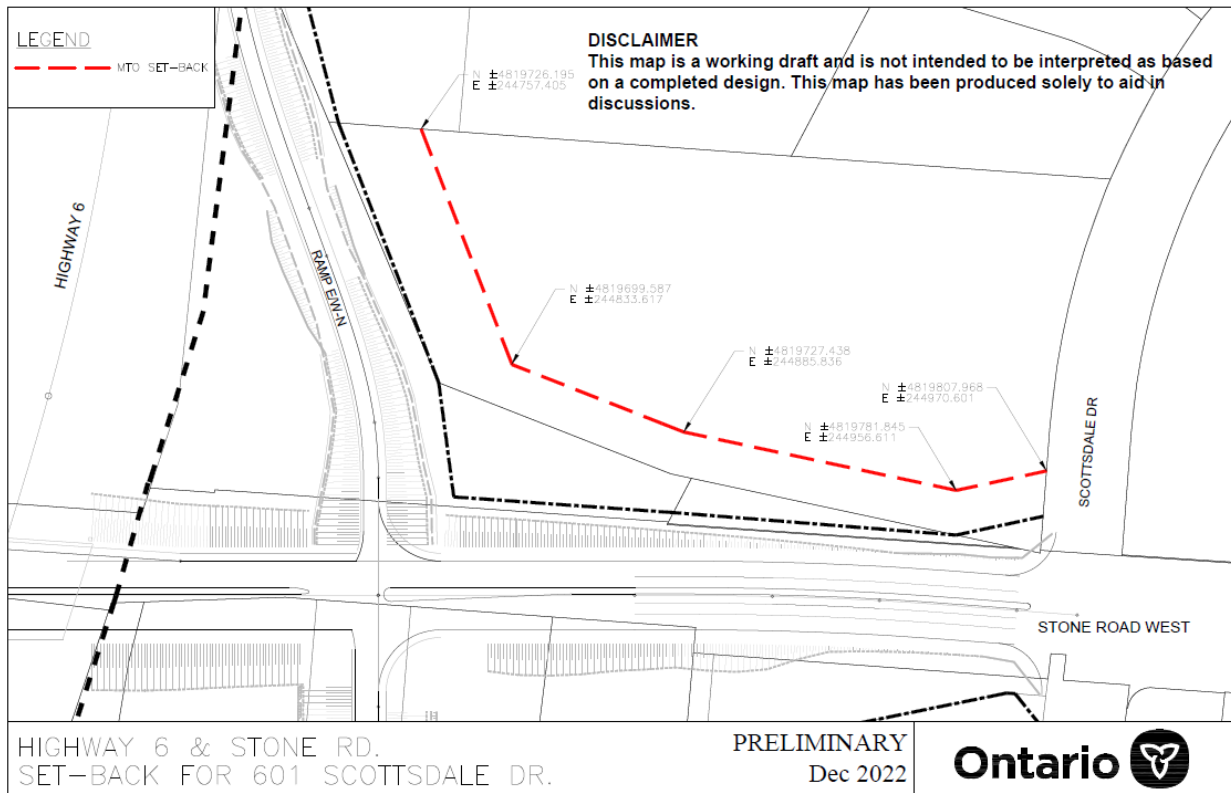
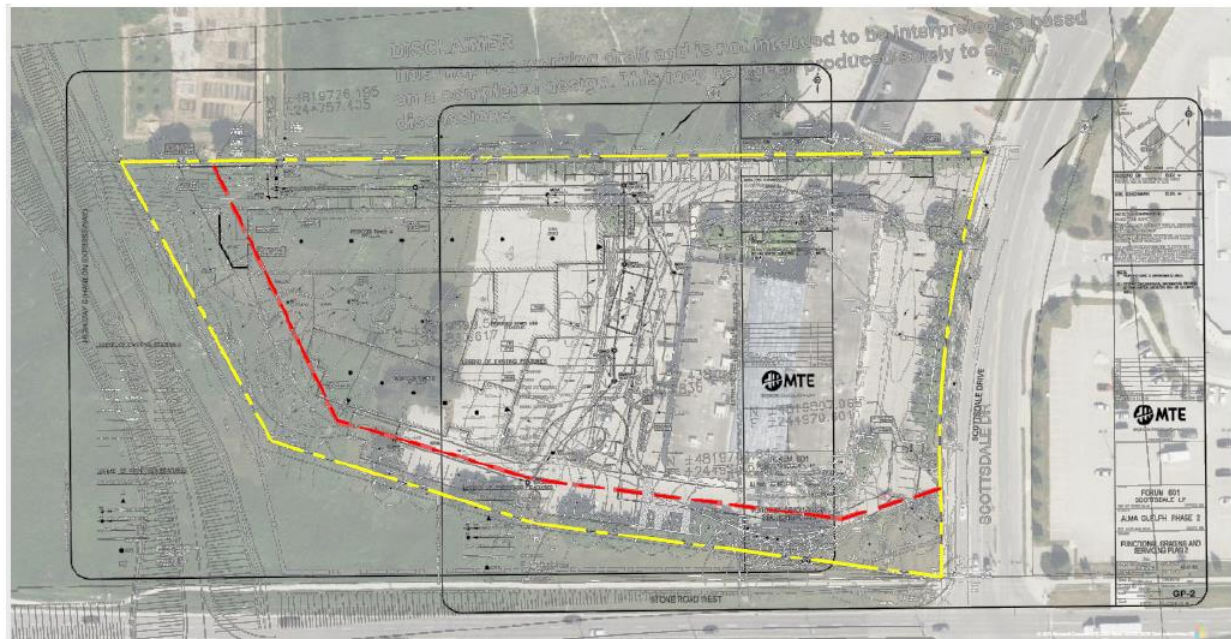


Figure 7: Functional Grading and Servicing Plan – MTO Mark-up



Internal Memo



Date October 28, 2024
To **Lindsay Sulatycki, Senior Development Planner**
From Louis de Jong, C.Tech
Engineering Technologist III
Service Area Infrastructure, Development and Enterprise Services
Department Engineering and Transportation Services
Subject 601 Scottsdale Drive
Formal Submission

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 Addendum (FSR) – prepared by MTE Consultants Inc.; March 27, 2024
- 601 Scottsdale Civil Plans - prepared by MTE Consultants Inc.; dated September 22, 2023
- Geotechnical Investigation Report – prepared by MTE Consultants Inc.; dated September 22, 2023
- Preliminary Hydrogeological Report – prepared by MTE Consultants Inc.; dated March 27, 2024
- Phase 1 Environmental Site Assessment – prepared by Watters Environmental Group; dated December 2021
- Phase 2 Environmental Site Assessment – prepared by Watters Environmental Group; dated December 2021
- Record of Site Condition (RSC) – dated December 23, 2021
- Noise and Vibration Study Addendum Letter- prepared by RWDI; dated April 2024
- Alma Guelph Phase 2 601 Scottsdale Drive, Guelph Transportation Impact Study and Parking Study Addendum – prepared by Paradigm Transportation Solutions Limited; dated April 2024

Development Engineering:

Municipal Services:

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

Water capacity

Based on the model results, the water system at the proposed development provided pressures ranging from 53 – 60 psi under both ADD and MDD conditions falling within the City's preferred operating range of 50 – 80 psi. The available fire flow at hydrants H65-002, H57-007, & H57-006 was found to be 452, 426, & 212 L/s, respectively, surpassing the calculated FUS fire flow requirement of 183 L/s and the City's guideline of 200 L/s.

Wastewater capacity

The modelling suggests the existing network has sufficient capacity to manage the existing flows, as well as the additional flows from the proposed development.

Site Servicing:

Based on review of the preliminary servicing plan, more detail will be required per the City's Development Engineering Manual (DEM).

Additional detail shall include, but is not limited to:

- The FSR indicated that the water service will need to be upgraded. All Right of way work is required to be shown on the site servicing plan.
- Invert elevations for the sanitary and storm sewer services were not indicated, please note that a gravity connection from the property line to the sewer easement is required in accordance with the City's Development Engineering Manual.
- Provide more detail as to what infrastructure AD 1 to 3 are connected to.
- Include cross sections and vertical separations where sanitary infrastructure crosses water or storm infrastructure.
- Ensure maintenance hole lids are sized as per the DGSSMS
- Provide information regarding how the existing building will be serviced during construction.
- Water meter chamber location does not appear to meet city of Guelph standards. Please contact Chris Vanderveen

- Insulation may be required for some of the internal infrastructure where minimum cover cannot be achieved. Please provide pipe insulation details where required, as per the OBC.

Stormwater Management:

City staff note that the stormwater management plan has been revised with the addition of an infiltration gallery/storage tank. Per MTE's report, the infiltration gallery combined with ponding areas provide enough storage to capture the first 5mm of every storm event and the location and depth of the infiltration gallery is shown to have sufficient separation between SHGW elevation and the bottom of said gallery.

The revisions to the preliminary design meet some of the storm criteria outlined in Section 4.2.8 and Appendix G of the 2023 Development Engineering Manual (DEM), however further updates to the stormwater management plan are needed to meet all criteria.

A preliminary water balance analysis was submitted, however the water balance submitted does not reflect the monthly water balance criteria in section 5.7.6 of the DEM. Further, the water balance calculations do not demonstrate that the site can maintain predevelopment recharge rates, volume and hydroperiods in post development conditions, which is part of the storm criteria. The water balance calculations shall be resubmitted to be in accordance with the DEM, to show it is feasible to meet all stormwater criteria.

As stated in the previous submission, the tests used to determine the infiltration rates are not acceptable as per the guidelines set out in section 5.7.8 of the DEM. As per the DEM, the applicant is required to provide on-site in-situ field infiltration testing. The requirement for in-situ testing is also noted in MTE's Hydrogeological and Geotechnical reports that were submitted as part of the pre submission and formal submission.

The DEM also notes that the use of soil borings as a substitute for test pits is strongly discouraged. The applicant is required to revisit methods for infiltration testing & hydraulic conductivity. The slug test is not a permitted test, as per the DEM. Permitted infiltration testing is to be done in-situ, for Hydraulic Conductivity the permitted tests are the Guelph Permeameter method (Constant head well permeameter method), or Constant head double-ring infiltrometer method. The information noted above is required for zone change approval as this information helps to determine whether the site has adequate and available servicing.

Quantity control will be further evaluated when water balance analysis and in-situ testing has been completed in accordance with the DEM.

The applicant shall re-submit a revised stormwater management report that addresses the concerns noted above and been signed and stamped by a P-Eng.

During detailed site plan design, the following comments are required to be addressed:

- A single OGS unit is proposed for quality control. As per the City's Development Engineering Manual (DEM), a single OGS unit is not sufficient to achieve 80%TSS removal for sites over 2ha. During detailed design, the applicant shall provide a treatment train approach to quality control.

- During detailed design, please include an erosion and sediment control plan that has been designed in accordance with the Greater Golden Horseshoe Area Conservation Authorities’ Erosion and Sediment Control Guideline for Urban Construction. Please note that since the site is over 2ha, a sediment control pond may be required during construction. Please provide sizing calculations as per the above mentioned document with any proposed sediment ponds

Grading:

Based on review of the preliminary grading plan, more detail will be required per the City’s Development Engineering Manual (DEM).

Additional detail shall include, but is not limited to:

- Show all ponding areas, with elevations on plan. Note parking lot ponding areas shall not exceed 0.3m in depth
- Show top of wall and bottom of wall elevations on all retaining walls
- Show Top of curb and bottom of curb elevations on all curbs.

Environmental Noise:

Engineering staff reviewed the Addendum to the Noise and Vibration Study by RWDI. Please see the attached redlined comment response. The applicant shall submit a revised noise study that addresses the redlined comments.

Environmental Engineering:

The Phase One/Phase Two/ RSC were reviewed and have been deemed satisfactory for the purposes of this application.

Traffic Services:

Transportation Services staff reviewed “Alma Guelph Phase 2, 601 Scottsdale Drive, Guelph Transportation Impact Study and Parking Study Addendum” dated April 2024 by Paradigm Transportation Solutions Limited. Transportation Services staff are supportive of the Official Plan and Zoning By-law Amendments and offer the following comments.

New consolidated access location

The proposed new consolidated driveway access to the development must align (centerline to centerline) with the existing mall access on the east side of Scottsdale Drive. It is noted in the addendum that the southerly driveway access to the development to be removed and realigned northerly access will serve the entire

development. The site plan must depict the existing mall entrance and access alignment with the proposed new access.

Exclusive left turn lane

The intersection of Scottsdale Drive at the new consolidated access to 601 Scottsdale Drive was assessed (transportation impact study addendum) to determine if the projected volumes warrant installation of left turn lane. Based on the future total condition for year 2035, PM peak hour, where the advancing and opposing volumes were estimated to be 389 vph and 391 vph respectively so the associated green lines (study addendum figure 11) should be moved to close to 400 vph line. This will help to fulfil the warrant requirements for an exclusive left-turn lane. Furthermore, the exclusive left turn lane with the proposed road diet on Scottsdale Drive fronting the development will further improve the overall traffic operations. The Transportation impact study must be revised with updated left turn warrant analysis at the proposed consolidated access on Scottsdale Drive.

Road diet and new on-street buffered bike lanes

The City of Guelph is currently in the process of road diet on Scottsdale Drive fronting the proposed development in order to implement on-street buffered bicycle lanes. The City anticipates a road diet (i.e. reducing to a single through lane in each direction etc.) could also accommodate the warranted northbound left turn lane and the required opposing southbound left turn lane at the future consolidated development access. The proponent to reach out to City's Transportation Planning staff for the most up to date design details for road diet on Scottsdale Drive.

The proponent must reach out to City for any further information related to the improvement on Scottsdale Drive. Furthermore, proponents must consult with the City prior to scheduling and or obtaining the topographic survey that are to be completed on City's right of way. This ensures all transportation improvements on Scottsdale Drive are captured.

Roadway improvements

As part of the site plan approval process (Phase II), detailed design must be finalized for Scottsdale Drive between Janefield Avenue and Stone Road with the following improvements to City's satisfaction.:

1. Single vehicle through lane (3.3m wide) in each direction with a continuous left-turn lane (3.0m) between Janefield Avenue and Stone Road;
2. For the left turn lanes dedicate the following storage lengths and appropriate taper lengths:
 - Southbound left-turn lane with 20m storage at the consolidated access/mall entrance intersection;
 - Northbound left turn lane with 15m storage at the consolidated access/mall entrance intersection;
 - As recommended in April 2024 study addendum, southbound left-turn lane to be extended from 20m to 30m at the intersection of Stone Road and Scottsdale Drive.

3. On-street buffered bicycle lane in each direction, with minimum lane width of 1.8m and a painted buffer at least 0.3m wide.

Detailed design must be completed using the accurate existing and proposed cross sections details. Most current topographic surveys be utilized for detailed design drawings. Detailed design drawings on Scottsdale Drive must include far sides of the following intersections:

- Scottsdale Drive at Janefield Drive
- Scottsdale Drive at Stone Road.

Detailed design drawings are to be approved as part of the site plan approval process and improvements to be completed by the developer to City's satisfaction in accordance with the Provincial and City standards.

The cost of constructing left turn lanes on Scottsdale Drive, detailed design, and any civil engineering improvements and utility relocations are a developer cost as per Local Service Policy.

On-site waste collection

As per the City's waste Collection Guidelines for Multi-Residential Developments, to accommodate front-end collection vehicles, minimum unencumbered vertical clearance of 6.5m is to be provided for the length of the collection vehicle (11.4m).

Transportation Demand Management

The proposed development is situated in a walkable, bikeable, transit-friendly area. The Transportation Impact Study (TIS) report that was submitted dated September 2023, identifies a range of TDM measures that will support residents and visitors to choose sustainable modes of transport. Following summarizes some of the strategies and site plan must be designed to address these strategies:

- Transit support: onsite pedestrian access to greater sidewalk network and transit stops and providing access to real time transit information for area transit routes.
- Cycling support: Secure bike parking lockers with bike repair stations for residents and providing trail and cycling and route information.
- Car share program: Review the feasibility of providing vehicles through Carshare program.
- Unbundling parking spaces.

On the site plan zoning chart, clearly identify the number of short-term parking spaces, sheltered short term bike parking spaces and long term bike parking spaces. The proposed total quantity of bicycle parking (382 spaces) is considered insufficient for the scale of the proposed development (653 units). Staff recommend that the amount of bike parking should be increased to meet the requirements of the 2023 Comprehensive Zoning By-Law (CZBL). Justification must be provided if the bike parking requirements of the CZBL are not met.

Source Water Protection:

The property is located in a WHPA B with a vulnerability score of 6-8. The property is located in an Issue Contributing Area (TCE).

In accordance with Grand River Source Protection Policy CG-MC-12, please complete a Waste Survey Report (By-law (1996)-15202). (http://guelph.ca/wp-content/uploads/SWP_WasteSurveyReport_Web.pdf)

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.

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 staff recommend a Holding Symbol ('H') be placed on the subject lands to ensure that development of the lands does not proceed until the Owner/Developer has completed certain conditions and paid associated costs to the satisfaction of the City. The Holding Symbol (H) may be removed when the following conditions have been met:

- i) The Owner shall submit to the City an updated stormwater management report to the satisfaction of the City Engineer/General Manager.
- ii) The Owner shall submit to the City an updated Hydrogeological study that provides four full seasons of groundwater monitoring satisfaction of the City Engineer/General Manager.
- iii) The Owner shall submit to the City updated grading, servicing plans, & cost estimates to the satisfaction of the City Engineer/General Manager.
- iv) The Owner shall submit to the City an updated noise study to the satisfaction of the City Engineer/General Manager.

- v) The Owner shall submit to the City an updated Transportation Impact Study to the satisfaction of the City Engineer/ General Manager.
- vi) The Owner shall submit to the City a detailed design and a detailed cost estimate for right of way improvements on Scottsdale Drive to the satisfaction of the City Engineer/General Manager.
- vii) The Owner shall submit to the City a site plan that shows a new consolidated driveway access to the development that aligns with the existing mall access on the east side of Scottsdale Drive to the satisfaction of the City Engineer/General Manager.

Mary Angelo, P.Eng.
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Engineering and Transportation Services
City of Guelph

Louis de Jong, C.Tech
Engineering Technologist III
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City of Guelph