

Attachment-11 Departmental and Agency Comments

Table 1: Summary of Departmental and Agency Comments

Respondent	No Objection or Comment	Conditional Support	Issues/Concerns
Planning	No objection	Yes	Comments will be addressed prior to site plan approval.
Engineering and Transportation Services*	No objection	Yes	Comments will be addressed prior to site plan approval.
Urban Design and Landscape Planning*	No objection	Yes	Comments will be addressed prior to site plan approval.
Parks Planning	No objection	Yes	Payment in lieu of parkland conveyance required prior to the issuance of a building permit.
Upper Grand District School Board	No objection	Yes	Collection of Education Development Charges required prior to the issuance of a building permit.

*Memo or letter attached.

Figure 1: Engineering and Transportation Comments 1 of 6

Internal Memo



Date November 7, 2025
To **Lindsay Sulatycki**
From Jamie Menchenton
Engineering Technologist III
Service Area Infrastructure, Development, and Environment
Department Engineering and Transportation Services
Subject **55 Baker Street, 152, 160 Wyndham Street**
OZS25-016
Formal Submission

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

- Planning Justification Report – Dated September 2025, Prepared by GSP Group
- Architectural Drawings – Dated September 11, 2025, Prepared by DTAH Architects Limited
- Preliminary Site Grading Plan – Dated September 10, 2025, Prepared by Stantec
- Preliminary Site Servicing Plan – Dated September 10, 2025, Prepared by Stantec
- Hydrogeological Investigation – Dated June 6, 2022, Prepared by Stantec
- Transportation Study – Dated September 10, 2025, Prepared by WSP
- Urban Design Master Plan – Dated September 2025, Prepared by Windmill Development
- Site Screening Questionnaire – Dated September 11, 2025, Prepared by Stantec
- Phase Two Environmental Site Assessment – Dated March 5, 2021, Prepared by Jacobs

Figure 2: Engineering and Transportation Comments 2 of 6

Municipal Services

Wastewater Capacity

Baker Street, which fronts the subject lands, is currently under reconstruction by the City, including upgrades to the municipal infrastructure. These works include the installation of an upsized sanitary sewer designed to enhance system capacity and performance in the downtown area.

The applicant's consulting engineer has submitted sanitary demand calculations demonstrating that the projected peak sanitary design flows from the proposed development can be adequately accommodated by the newly installed sanitary sewer.

To confirm this, the City's hydraulic wastewater model was also run to assess downstream capacity within the sewershed. Under both existing and proposed conditions, minor surcharging is observed downstream; however, as this occurs within a trunk sewer, the wastewater model confirms that the proposed development satisfies the City's Sanitary Capacity Assessment Framework criteria for the 1:25-year wet weather event.

Water Capacity

Water capacity for the subject lands was previously assessed through a Water Servicing Analysis Report dated May 11, 2022, submitted with an earlier site plan application for this development. The analysis concluded that there is sufficient capacity in the municipal water distribution system to accommodate the proposed development.

As the current zoning application results in only a minor increase in projected water demand, Development Engineering has confirmed that adequate water capacity remains available and that no further reporting is required at this stage.

Laterals

Recent construction works along Baker Street and Wyndham Street North included the installation of multiple sanitary, water, and storm sewer laterals to service the proposed development site. Any existing service laterals that were previously intended to serve the site but will remain unused shall be removed to the main, in accordance with City standards and at the applicant's expense. If multiple unused laterals along Baker Street are to be removed, the entire section of asphalt between the affected laterals will be required to be removed and replaced, rather than patched individually, to ensure a consistent and durable surface.

Construction on the east side of Baker Street and the placement of the final asphalt surface are tentatively scheduled to commence in Spring 2026. Also, the City-led reconstruction of Wyndham Street which is proposed to include the removal of the existing storm sewer lateral currently intended to service the subject property, as well as the construction of a new storm sewer lateral for the subject property is tentatively scheduled to commence in mid-2027. Please ensure the continued coordination between the City of Guelphs Design and Construction Department as it relates to the above works adjacent to the development.

Figure 3: Engineering and Transportation Comments 3 of 6

Stormwater Management:

A high-level review of the preliminary stormwater management information submitted with this application, in conjunction with information from prior zoning and site plan submissions, indicates that the proposed stormwater management approach is technically feasible and capable of meeting the requirements outlined in the City of Guelph's Design and Engineering Manual (DEM).

A detailed stormwater management report will be required and reviewed at the Site Plan Application stage to confirm compliance with all City standards and policies.

Hydrogeological Investigation:

A hydrogeological Investigation addendum dated June 6, 2022 was included with this zoning submission. This is the same report reviewed by Development Engineering in March 2023 as part of the previous site plan application for this development. The report provides sufficient groundwater level monitoring data, which will inform the final design of foundation drainage and stormwater management systems at the site plan stage for Development Engineering's review. Please include the October 19, 2021 Hydrogeological Investigation Report that the addendum references as part of a future site plan submission.

Preliminary Site Grading Plan:

Based on the review of the preliminary grading plan, the design appears to demonstrate that the site can be graded as per DEM requirements. More detail will be required at the time of site plan, where the grading plan will be reviewed in greater detail.

Preliminary Site Servicing Plan:

Based on the review of the preliminary servicing plan and upgrades to the infrastructure on Baker Street, the design appears to demonstrate that the site can be serviced. More detail will be required at the time of site plan, where the servicing plan will be reviewed in greater detail.

Environmental:

No further comments at this time.

Environmental Noise:

Although a Noise Study was not included with this submission, a comprehensive study was reviewed as part of previous zoning and site plan applications for this development. The findings remain applicable, and environmental noise conditions are deemed satisfactory for the purposes of this zoning application. Final noise study details will be addressed and confirmed through the site plan approval process.

Figure 4: Engineering and Transportation Comments 4 of 6

Traffic:

Transportation Study

Based on the review of the formal zoning submission for 55 Baker Street, which includes the Transportation Study dated September 10, 2025, it is noted that the study primarily focuses on geometric design considerations. While the information provided is acceptable for the purposes of the formal zoning application, the following comments and recommendations outlined below shall be addressed and incorporated at the site plan approval stage to refine and enhance the design accordingly.

- We have concerns regarding the effectiveness of using static signage, flashing beacons, and pavement markings as measures to slow down traffic, restrict and direct traffic flows.
- We are concerned that the location of the South Tower garbage room is far away from the loading area.
- Baker Court:
 - Please reduce the width of the Baker Court opening from 8.25 meters to 7.0 meters to shorten the pedestrian crossing distance.
 - The center median on Baker Court still appears in Figure 62 of the Urban Design Master Plan diagram for Parking and Loading provisions. Please remove this center median.
- Remove some of the lay-by area on the south side of Baker Street that are required to facilitate vehicle turnaround maneuvers.
- Parking Ramp:
 - Please ensure that the entrance/exit grade should not be greater than 4% for a minimum distance of 6.0m so outbound motorists have better sightlines and able to make a full stop to avoid conflict with pedestrians, cyclists, or vehicles on the street.
 - Please provide the source confirming that the City of Toronto permits 3.65-metre-long transition ramps.
 - In Drawing A400 Overall Building Section, revise the ramp transition slope from 7.5% to 6% to match half the gradient of the ramp leading to Level P1.
- Loading Operation:
 - In Figure 301 of Transportation Study, please illustrate that the centerline radius for all right-turn movements by waste collection trucks is 12 meters.
 - The pinch point area measures 5.9m wide, which is 0.1 meters below the required minimum width of 6.0m. Please increase the width to 6.0m.
- In Figure 3-31 of the Transportation Study, please remove the notes in the upper right corner, as it references purple lines that are not shown in the figure.
- Add one figure in the Transportation Study to show the Turning Sight Line for garbage trucks exiting the loading area.
- The consultant noted that there is an existing transformer at the intersection of Baker Street and Park Lane. Transportation has a sightline concern with this existing transformer and requests the consulting engineer, at the site

Figure 5: Engineering and Transportation Comments 5 of 6

plan stage, review sightlines and mitigation measures (if applicable) at this location for our review.

Signage and Markings

All traffic signages and markings are to be reviewed at the detailed design stage (Site plan approval process). Based on the Proposed signs and pavement markings details (TIS - section 4 Pavement markings and signage plan), there are large number of traffic signs are provided within a small stretch of private road. As proposed, following signs will be ineffective:

- Watch for truck & stop when lights flashing – When a moving truck occupy the sensor in the loading space, beacons will be flashing for the entire time. These move in and move out operations may take few hours. When the beacons are flashing for prolonged period, drivers will ignore the signs and beacons.
- Please demonstrate why warning signs are provided along the ramp? Proposed signs with beacons are large to fit within the ramp area and its unfeasible. Additionally, a Stop sign and stop bar is provided to vehicles egressing the ramp, are these warning signs needed on the ramp?
- Turn restrictions signs: Please note that the turn restriction signs may not be enforceable (need to be by-lawed) within private property limits. Additionally, this area will be utilized by regular users (residents) on daily basis and signs may not be sufficient to mitigate insufficient sight line as the regular users may disregard the turn restriction signs.
- Please justify the need for hidden intersection signs, specially within the City's right of way.

Transportation Demand Management

Transportation staff are generally supportive of the ZBA. Please see comments below, to be addressed with future site plan submissions:

- There are some inaccuracies in the Urban Design Management Plan (UDMP) that staff would like to see corrected at the site plan stage.
 - Multiple figures (22, 53, 62, 63) within the UDMP refer to the bicycle connection between Baker District and Wyndham Street as a connection intended to accommodate pedestrians as well. While pedestrians won't be prohibited from travelling here, the intention is to create a bicycle-priority connection, and encourage pedestrians to use the walkway to the south, or the promenade through Wyndham Urban Square. The goal is to ensure the bicycle connection is streamlined and functional, and as such cyclists will choose this route as opposed to cutting through the Urban Square on their bikes. Please update the aforementioned Figures and any others which reference a pedestrian connection along this pathway.
 - Page 49 of the UDMP references Electric-Vehicle parking, however it is not clear whether any EV-equipped or EV-ready parking is being provided within the site. Please clarify.
- General comments to be addressed at the site plan stage:

Figure 6: Engineering and Transportation Comments 6 of 6

- Please ensure bicycle parking rooms, aisles and spaces are marked with a dimension. Include the proposed style of bicycle rack with next submission.
- Staff are very supportive of the at-grade bike parking provided within the south tower. Is there any opportunity to do the same within the north tower? A 12% ramp is a significant grade for even a fit cyclist to navigate.
- Staff will continue to work with the applicants to refine the detailed design of the cycling connection between Baker District and Wyndham Street. The location of some signage, tactile warning indicators etc to be revised.
- Staff are very supportive of the proposal to unbundle parking spaces from the rental of affordable housing units. Please clarify whether this measure is being considered for the other units as well?

Staff Recommendations:

Engineering and Transportation Services supports the approval of this Zone Change application.

Jamie Menchenton
Engineering Technologist III
Engineering and Transportation Services
City of Guelph

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

Figure 7: Urban Design and Landscape Planning Comments 1 of 2

Internal Memo



Date November 17, 2025
To **Lindsay Sulatycki, Senior Development Planner**
From Rory Barr Templeton, Landscape Planner
Service Area Infrastructure, Development and Environment
Department Planning
Subject 55 Baker Street

Urban Design and Landscape Planning staff have the following comments based on the review of

- Updated Urban Design Master Plan dated September, 2025

Background

- Baker Street Redevelopment Urban Design Master was reviewed based on Official Plan policies.

General Comments

- Generally Landscape and Urban Design staff are supportive of the approach to the design of the site shown. Staff acknowledge that the applicant has been working with City Staff and that the overall design of the plan has been improved. As part of the site plan process further detailed comments will be discussed including reviewing and finalization of building materials, landscaping materials and other site plan-level design elements as noted below.

Site Plan Issues

- Access, Circulation and Loading- Operationally, garbage from the South Tower would be carted to the North Tower's internal loading bay on pick-up day. Staff would like to further discuss if such operations can have any impact on the function of Baker Court and how can those can be minimized.
- Architecture Treatment + Materiality- The above-grade parking levels of the Residential Development are screened with the same high-quality materials as the grade-relating frontages, and translucent glazing systems are proposed to introduce natural light into the parking levels, while screening the view of cars within. Staff would like to learn more if there could be any emerging concerns from heat trapped due to translucent glazing and lacking ventilation and if it would be beneficial to have a hybrid approach by introducing intermediate porous brick work.

Figure 8: Urban Design and Landscape Planning Comments 2 of 2

- Micro-climate- A revised Pedestrian Wind Study is expected to be submitted as part of the Site Plan Control application, reflecting the positive impact of previously recommended design changes to mitigate negative wind effects.
- Further detailed comments will be discussed including:
 - Finalizing elevations including materials, colours and details.
 - Rooftop mechanical screening details.
 - Continued encouragement of green roofs.
 - Ensuring adequate soil volumes for trees over the underground parking.
 - Details of pedestrian level lighting for the internal court and public realm areas.
 - Site furniture such as bicycle parking, benches etc.
 - Continuing to encourage Low Impact Development technologies that can be incorporated into the landscape and architecture.

Prepared by:

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