

September 7, 2021

Andrew McNeely, RPP
Chief Administrative Officer
The Corporation of the Township of North Dumfries
North Dumfries Community Complex
2958 Greenfield Road
P.O. Box 1060
Ayr, Ontario N0B 1E0

Dear Mr. McNeely, CAO

**Re: Response to - Cambridge Aggregate Services Inc.
Plan of Subdivision / Zoning By-law Amendment
1940 Wrigley Road
File Nos. 30T-20301 & ZC-01/20**

For convenience and understanding, we have taken all of the comments as provided from December 1, 2020 and addressed each comment in *italics and bold* below.

Plan of Subdivision / Zoning By-law Amendment

1. Lots 1 to 9 inclusive at a depth of approximately 36 metres will need to be assessed to determine building setbacks / parking thresholds.

The Township believes that a front yard setback for the dwelling onto Scott Street would be at 4.5 m with an encroachment of up to 2 m for an unenclosed porch.

Working on the premise of a 15 m depth for a dwelling, the following calculations have been factored in:

Front Yard Setback (Scott St frontage)	4.5 m
Encroachment of unenclosed Porch (including stair risers)	2 m
Rear Deck Depth (unenclosed – 0.60 m or greater above grade)	
- Dwelling to Detached Garage	5 m
Rear Yard – Dwelling to Detached Garage	7 m
Depth of Detached Garage	6 m
Setback of Detached Garage to Street 'A'	7.5 m

Based upon the foregoing, Staff calculates a lot depth requirement of 40 metres

Completed, see attached revised Draft Plan of Subdivision dated June 10, 2021.

2. A 0.3 m Reserve will be required across the Scott Street frontage of Lots 1 to 11 inclusive;

Completed, see attached revised Draft Plan of Subdivision dated June 10, 2021.

3. A 0.3 m Reserve will be required along the depth of Lot 1 adjacent Street 'A' and the associated daylighting triangle;

Completed, see attached revised Draft Plan of Subdivision dated June 10, 2021.

4. A 0.3 metre Reserve will be required along the depth of Lot 48 adjacent Scott Street and the associated daylighting triangle;

Completed, see attached revised Draft Plan of Subdivision dated June 10, 2021.

5. At the intersection of all local to local streets within the Plan, the Township typically requires the equivalent of a 5 x 5 m daylighting triangle, with a 1 metre setback for all buildings from the daylighting triangle;

Completed, see attached revised Draft Plan of Subdivision dated June 10, 2021.

6. Block 104 as a Walkway / Emergency Access at 9 m in width is satisfactory. At the detailed engineering stage associated with the Subdivision Agreement a discussion will occur whether the hardtopped surface (with appropriate depth granular base) will be 6 m wide asphalt or a combination of a 2 m wide concrete sidewalk and turf stone to achieve the desired 6 m width as per a Fire Route designation;

Completed, see attached revised Draft Plan of Subdivision dated June 10, 2021.

7. A 2 m wide concrete sidewalk will be required across the Scott Street frontage of Lots 1 to 11 inclusive. This will be included as a Condition to Draft Plan Approval. The explanation for the inclusion of Lots 10 and 11 is outlined in Item 9 below;

Completed, see attached revised Draft Plan of Subdivision dated June 10, 2021.

8. Block 105 'Walkway' should be shifted westerly to align with the eastern portion of Lot 25 as shown on the Plan. Staff have extrapolated topographic elevations from the work completed by Meritech and superimposed the data onto the Draft Plan ... based upon this review, Staff have noted that there is a notch in the ridgeline at the eastern limits of Lot 25 that would facilitate a more appropriate grade transition between Street A and the northern limit of the Plan. The Walkway Block at 8 m width is acceptable;

Completed, see attached revised Draft Plan of Subdivision dated June 10, 2021.

9. The Township's Trails & Cycling Master Plan, completed in 2014, illustrated on Map 3 'Ultimate Proposed Network – Ayr' the reference to "Desired Connection through Future Development Area" at the Scott St / Wrigley Rd frontage to the subject lands. In this context, Staff seek a 2 metre wide off- road trail connection on the top of the existing earthen berm situated at the rear of Lots 11 to 24 inclusive (connecting into the re-adjusted Walkway Block 105), and, Blocks 95 to 99 inclusive and Block 102 to facilitate the trail connection. The trail Block would be minimum of 8 metres in width;

Completed, see attached revised Draft Plan of Subdivision dated June 10, 2021.

10. Staff recognize that the stormwater management scheme for some of the Lots / Blocks referenced in Item 9 above were proposed to be utilized for rear yard infiltration galleries. This measure can be incorporated into the new trail Block;

See Second Draft Plan Submission as prepared by Meritech Engineering, Sept 1, 2021

11. Block 103 'Park' as illustrated represents approximately 5% of the area of the Plan. Staff also recognize that Block 103 is proposed to be utilized to receive storm water from both the major and minor system. The Township seeks further analysis to inform the following:
 - a. Confirmation that the depth of the infiltration pipes / gallery is below the footing of any structures or buildings that would be placed within the parkette, and, that the planting of trees with their associated root system would not interfere with the planned function of the infiltration system;

See Second Draft Plan Submission as prepared by Meritech Engineering, Sept 1, 2021

- b. The extent of the 100 year storm and its spatial footprint within the parkette, and, the depth of any berm or equivalent designed to contain the stormwater and promote infiltration. The "footprint" of the 100 year storm storage area has to be outside of the active area for the play structure / swing / seating area, and, the access pathway. As such, the parkette size and configuration may have to be adjusted accordingly to accommodate the blended uses proposed for Block 103;

See Second Draft Plan Submission as prepared by Meritech Engineering, Sept 1, 2021

- c. The "setback" of the proposed 100 year storage infiltration area and the planned function of rear yard amenity features of Lots 74 to 94 inclusive. Will infiltration of the 100 year storm event and the minor storm interfere with the placement of structures and associated amenities for these proposed residential properties?
12. It is understood from the initial engineering work completed by Meritech that the grade profile for the perimeter lots backing onto the east, west and north sides of the Plan will be regraded and transitioned to a slope profile of 3:1. It is assumed that for Lots 25 to 48 inclusive that the existing 30 m "buffer" associated with the MNRF licensed setback will be reduced in width. Please confirm the width of existing grade at the rear of these Lots will be, and, prepare a series of cross-sectional drawings at reasonable Lot intervals to demonstrate and inform how the 3:1 grade will be accommodated with benchmark elevations. Staff is particularly interested to confirm:
 - a. That a standard front yard setback of 7.5 metres with a building depth of 15 metres (typical) and a rear yard amenity area with of 7.5 metres can be accommodated;

Lots 25 to 48 vary in depth and all exceed 35m. There should be no issues obtaining the desired rear yard amenity area.

- b. Whether specific provisions are required in the implementing Zoning By-law Amendment to address accessory buildings and their rear yard setback (in recognition of slope conditions);

Increased lot depths will allow for additional area to house accessory buildings.

- c. The ability of the future Owner of the Lots to maintain their slope in the rear yard from a Property Standards perspective;

Reasonable slopes will be maintained. See Second Draft Plan Submission as prepared by Meritech Engineering, Sept 1, 2021.

- d. Whether unique overland storm water flows need to be incorporated into the Lots / positioning of the dwellings and accessory buildings

See Second Draft Plan Submission as prepared by Meritech Engineering, Sept 1, 2021.

- 13. It is understood from the initial engineering work completed by Meritech that the grade profile for the perimeter lots backing onto the east, west and north sides of the Plan will be regraded and transitioned to a slope profile of 3:1. It is assumed that for Lots 11 to 24 inclusive, Blocks 95 to 99 inclusive, and, Block 102 that adjustments will be made to the width of the existing berm to accommodate the emerging urban residential form. After accounting for the 8 metre wide “trail Block” as outlined in Item 9 above, please prepare a series of cross-sectional drawings at reasonable Lot intervals to demonstrate how the 3:1 grade will be accommodated with benchmark elevations. Staff is particularly interested to confirm:

- a. That a standard front yard setback of 7.5 metres with a building depth of 15 metres (typical) and a rear yard amenity area with of 7.5 metres can be accommodated;

With lot depths at 42m or greater and the trail width being reduced to 4m, there is sufficient space for a typical building, front yard and rear lot amenity area, as well as space to accommodate the required slope.

- b. Whether specific provisions are required in the implementing Zoning By-law Amendment to address accessory buildings and their rear yard setback (in recognition of slope conditions);

There should be sufficient space for accessory buildings.

- c. The ability of the future Owner of the Lots to maintain their slope in the rear yard from a Property Standards perspective;

See Second Draft Plan Submission as prepared by Meritech Engineering, Sept 1, 2021.

- d. Whether unique overland storm water flows need to be incorporated into the Lots / positioning of the dwellings and accessory buildings

See Second Draft Plan Submission as prepared by Meritech Engineering, Sept 1, 2021.

14. Block 102 “Stacked Townhouse Condominium” is overbuilt for the size / configuration of the parcel. The parking formula referenced on the Plan for the equivalent of 28 dwelling units is incorrect. Consistent with the off-street parking requirements of General Zoning By-law 689-83, Section 6.13.5, the equivalent of 2 parking spaces per dwelling unit is to be provided along with 1 additional parking stall for every 3 dwelling units for overflow / visitor parking. At 28 dwelling units a total of 65 off-street parking stalls would be required;

Block 102 is a conceptual rendering and all aspects will be addressed through Site Plan Control.

15. For Block 102 there is a disjoint between the Zoning By-law Amendment application, what is shown on the Plan, and, the traffic impact study for the development. The Zoning By-law Amendment and associated application seeks approval for a wide range of housing styles, inclusive of stacked townhouses and an 8 storey apartment building. The Plan contemplates 28 stacked townhouse units, and, the supporting traffic impact study for the development only references the stacked townhouses with no reference to the proposed apartment building. This item needs to be clarified and the inconsistencies removed;

Block 102 will be for a stacked Townhouse development. Any reference to the apartment building has been removed.

16. Staff question the appropriateness of Block 102 for an intensive built form such as an 8 storey apartment building. If this proposed built form continues to be pursued by the Owner, further analysis and justification would be required;

The 8 Storey apartment building has been removed from the plan.

17. Secondary Suites and Coach Houses are permitted as of right within a residential zone that permits single detached, semi-detached and townhouse dwellings, subject to the provisions Section 6.39 of General Zoning By-law 689-83. As per Planning Act regulation 299/19 came into force on September 3, 2019 (after the Township completed its work in 2018). The regulation defined additional residential policies as per subsection 16(3) of the Planning Act. The regulation permits the use of two residential units in a detached house, semi-detached house or rowhouse and the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse;

Noted. The draft zoning by-law has been modified to address this.

18. For Lots 1 to 9 inclusive, Staff would propose a special use classification to permit a home based business to operate within the garage unit within a loft. The range of eligible home based activities would be consistent with Section 6.18 of General Zoning By-law 689-83

Agreed.

19. The Township, for single detached and semi-detached dwellings, has been utilizing a standard of 10 m of height in the recent greenfield developments. Townhouse dwellings have been set at a height of 11 m;

Noted.

20. The proposed minimum lot frontage width of 9 metres for the semi-detached and 6.1 m for on-road townhouse units is acceptable;

Noted.

21. A minimum Lot Frontage of 11 m for all single detached dwellings. The adjustment to all lots shown at 10.97 metres required throughout the Plan;

Completed. See Draft Plan.

22. The proposed front yard setback (save and except Lots 1 to 9 inclusive) at 6 metres is acceptable, with the garage (detached or attached) at a minimum of 7.5 metre front yard setback;

Agreed.

23. The deck (greater than 0.6 m above grade) will be a minimum of 5 metres from the rear yard not the requested 3 metres;

Agreed.

24. For Lots 46 to 48, the raised centre median poses a problem in terms of driveway access. The current configuration would require the future Owners of Lots 46 to 48 to complete a U Turn at the intersection of Street 'A' and Street 'A'. Further assessment of the length of the raised centre median should be undertaken. An option may be to marginally widen the frontage of Lot 48 to clear the length of a reduced raised centre median, and, incorporate a mountable median across the balance of Lots 46 and 47;

See Draft Plan.

25. For reference purposes, please refer to General Zoning By-law 689-83 Section 6.13.5 (provision of off-street parking); Section 6.13.6 (driveway width by lot frontage); and, Section 6.13.7 (minimum parking dimensions in a garage);

Agreed.

26. A holding (-h) symbol will be established for the proposed Zoning By-law Amendment. The Conditions attached to the holding (-h) symbol will include:

- a. Execution of a Subdivision Agreement with the Township;
- b. Submission of a Record of Site Condition to the satisfaction of the Township and the Region of Waterloo;

- c. Relinquishment of the Aggregate License #15857 by the Ministry of Natural Resources & Forestry to the satisfaction of the Township.

Agreed.

27. The preliminary stormwater management report should provide a discussion and assessment of the impacts of road salt to the shallow groundwater system and the adjacent wetland and cold water stream since all drainage will be infiltrated.

Please see Second Draft Plan Submission as prepared by Meritech Engineering, Sept 1, 2021, and Blumetric's Hydrogeological Assessment, 2019.

28. The Transportation Impact Study is incomplete. Staff identified during the pre-consultation discussion the issue of neighbourhood connectivity for pedestrians and cyclists. The key point of discussion was how pedestrians and cyclists would safely cross Scott Drive to connect with the broader Hilltop Drive neighbourhood and the associated Cedar Creek Public School / Schmidt Park facilities. This analysis and assessment has not been included in the Study and remains outstanding. The Township seeks this information.

See Letter Memorandum as prepared by Paradigm Transportation Impact study, attached. Response to Township Comments, June 14, 2021.

If you have any additional comments or questions, please do not hesitate to contact me.

Yours truly,

Andrew Head
Dryden Smith & Head
Planning Consultants Ltd.

