

Township of Wellesley Comments		
Ref. #	Comment	Response
A	Planning	
A1.0	In summary, staff are of the opinion that the proposed subdivision generally meets the policy objectives of the Official Plan.	Thank you, noted.
A2.0	The applicant's proposed zoning includes lands to be zoned Urban Residential (UR), Urban Residential Two (UR2) and Open Space (OS). The zoning categories are appropriate for the proposed land uses in the subdivision and generally meets the purpose and intent of the Zoning By-law.	Thank you, noted. Please be advised: i) with respect to the noted, applied for Zones in the comment, certain site-specific special modifications to these underlying Zone categories were also requested as part of original application; and, ii) a dual zoning of UR2 and UR3 is proposed for Block 11 to permit townhouses or a low-rise apartment. Please see the Addendum Planning Justification Report (APJR) submitted with our REVISED Application package for further information.
A3.0	Density and Range of Housing:	
A3.1	While the proposed subdivision has met the minimum Designated Greenfield Area (DGA) targets in the Regional Official Plan (ROP) and Township Official Plan (45 people and jobs per hectare), the applicant is encouraged to strive for higher densities and a broader range of housing types.	In an effort to realize a broader range of housing types, a dual zoning of UR2 and UR3 is proposed within the REVISED Application package for Block 11 to permit townhouses or a low-rise apartment. This provides a higher density and possible different housing type option on this block while maintaining flexibility to suit market demand at the time of construction. Further, we propose that other opportunities for increased density and other forms of housing be considered within the Phase 2 Strohvest lands when these are brought forward with development applications in the future. Please see the APJR for further information.
A3.2	Housing affordability and provision of senior's housing are challenging issues in the Township. Staff encourage the applicant to explore the possibility of including more townhouses, apartment units and/or units geared towards seniors. This comment is also meant to include consideration of providing "missing middle" type housing. Examples of "missing middle" housing may include, but are not limited to, duplexes, triplexes, fourplexes, stacked townhouses, additional dwelling units and low or mid rise apartments.	Please see responses to A3.1.
A4.0	Development Phasing:	
A4.1	The Planning Justification Report (Stantec March 2022) indicates that "we are uncertain as to whether development of the proposed Plan of Subdivision would be phased or whether the owner would build/develop the entire Plan at once" (p.5.12). Staff recommend that the proposed plan be phased to ensure for the logical and orderly progression of development.	At this time, it is our preference to Register, and have the ability to build the proposed Subdivision in one (1) phase. We believe that such an approach is necessary given that grading will need to be adjusted across all of the Subject Lands to provide for appropriate stormwater management and drainage. As well, developing all of the Subject Lands at one time will be far more cost-efficient, thereby contributing to housing which is more affordable. Lastly, developing the entire Subject Lands as one phase will also minimize the duration of construction disruption to adjacent existing neighbours.
A5.0	Housing Design on Lots 43-63:	
A5.1	The proposed grades for Lots 43-63 will result in dwellings that are substantially taller than existing houses on adjacent lots on Lawrence Street. Staff understand that this is a challenging issue and are a result of the elevated water table on the subject lands. Staff recommend that the applicant consider a reduced height or alternative housing design (e.g. walk-out bungalows) on these lots. At a minimum, staff recommend prohibiting decks or balconies on the second storey of the units.	Based on more extensive hydrogeologic and geotechnical study, site Grading has been revised to better reflect existing grades thereby addressing the concerns within this comment.

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A6.0	<p>Fencing requirements for the proposed subdivision will be in accordance with the Township Development Standards manual and Fence By-law (53/2017). Fencing requirements will be secured through conditions of draft plan approval. At a minimum, fencing will be required in the following locations:</p> <ul style="list-style-type: none"> - Rear yards of lots (70-83) abutting Block 13 (Park); - Both sides of Block 14 (Linear Park/Trail); - Both sides of Blocks 15 and 16 (Walkways); - All sides of Block 17 (Stormwater Management); and, - Side yards of Lots 1 and 25 where abutting Blocks 18 and 19. 	<p>Prior to finalizing Conditions of Draft Plan Approval, we respectfully request that we discuss fencing approach and requirements in more detail with Staff. One idea we would like to explore with Staff is the idea of Private-Public Property Line Demarcation Plan and approach to delineate the property boundaries between private and public (park) land. versus hard fencing.</p> <p>With regard to fencing along the Parkland Blocks (linear and neighbourhood park blocks), we have CEPTD safety concerns with creating a closed corridor within the Linear Park Block, a limitation of direct yard access to the Linear and Neighbourhood Park Blocks and the potential for "double fencing" should individual homeowners desire privacy fencing vs and adjacent to the requested chain-link fencing. Allowing/encouraging the linear park block to be open/non-fenced allows for safer access and "eyes on the park", contributing to a safer condition. We would like to discuss the idea of</p> <p>It is agreed that chain link fencing be provided on both sides of the walkway block 14 to identify private vs public land in close proximity to dwellings. We also agree with fencing along the Gerber Road right-of-way adjacent to proposed REVISED Lots 1 and 27.</p> <p>It is noted in the Township of Wellesley Development Standards that fencing of stormwater management facilities be discouraged. We request the Township reconsider fencing the complete perimeter of the SWM block.</p>
B	<p>The Drainage Superintendent has advised that the Paff Municipal Drain crosses the southwest corner of the subject lands. As such, the applicant will be required to undertake municipal drain improvements to the satisfaction of the Townships of Wellesley and Wilmot.</p>	<p>A Section 78 application under the Drainage Act has been submitting to abandon the Paff Drain on the Subject Lands and reconstruct the Paff Drain to the south of Gerber Road to address the projected flows from the proposed Strohvest subdivisions. In addition, the proposed reconstruction of the Paff Drain south of Gerber Road is anticipated to alleviate flooding concerns of adjacent landowners, south of Gerber Road, unrelated to the Strohvest lands).</p> <p>The proposed stormwater management facility and drainage network will be designed and constructed to accommodate the external drainage from all lands north of Gerber Road as well as integrate with the proposed works within the Gerber right-of-way and proposed upgraded Paff Drain south of Gerber Road. Preliminary design drawings from the Drainage Superintendent (K.Smart & Associates) have been shared with Stantec to facilitate this coordination.</p>

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C	Transportation and Public Works	
C1	The proposed development generally meets the purpose and intent of Township Official Plan Policies related to transportation planning (6.8), infrastructure and servicing planning (6.9), and stormwater management (6.10). Development of the proposed subdivision and detailed design of transportation and public works will be subject to these policies and the Township Development Standards manual.	Thank you, noted. The detailed design undertaken as part of the draft plan approvals process will conform to Township's Official Plan Policies and will be consistent with the Township's Development Standards Manual.
C2.0	Transportation Impact Study (TIS):	
C2.1	Through the preliminary review, the Township of Wilmot was missed on the initial circulation of these applications. Subsequently, Township of Wilmot staff requested the completion of a TIS prior to draft approval of the subdivision. This study is forthcoming and staff will be participating in the review of the TIS in accordance with Township Official Plan Policy 6.8.4.	The Transportation Impact Study has since been completed and submitted for review. The TIS recommended that the subdivision entrance be relocated to the East to realize improved sightlines along Gerber Road.
C2.2	As part of the Transportation Impact Study (TIS), staff will be seeking recommendations including, but not limited to, traffic calming and stop control for the proposed subdivision. Staff intend to retain a suitable consultant to review the TIS and costs for this review must be incurred by the applicant. Staff will endeavour to use the same consultant as the Township of Wilmot to reduce costs.	Comments received by the Township of Wilmot's delegated Reviewer, Salvini Consulting Ltd. and Stantec's responses are contained in Section F of this comment and response matrix.
C3.0	Sidewalks:	
C3.1	In accordance with Township Development Standards, staff will require that sidewalks be provided on both sides of all streets. This will encourage active transportation, maintain connections to the park and trails, and will help ensure public safety for pedestrians.	Sidewalks will be provided on both sides of all Streets. This detail will be incorporated during the detailed design phase following Conditional Approval.
D	Parks and Recreation	
D1.0	Staff note that the proposed development generally meets the purpose and intent of Township Official Plan Policies related to parks, open space and recreation facilities (6.12). In accordance with the provisions Planning Act and Official Plan Policy 6.12.2, the Township will require the dedication of land for parkland purposes as a condition of draft approval.	Thank you, we acknowledge and agree. The proposed Plan of Subdivision provides for Parkland Dedication by providing a 0.518 ha (1.3 acres) central neighbourhood park and a 0.248 ha (0.6 acres) north-south Linear Park along the west property line. The proposed parkland represents 7.5 % of the land area of the proposed Phase 1 Subdivision development area (4.8% of the entire land holdings of Strohvest Ontario Inc. i.e. the proposed subdivision and the Phase 2 lands immediately to the north), which exceeds the 5% parkland dedication requirement under Section 51.1 of the Planning Act. We propose that the "over-dedication", above and beyond the 5% requirement for this Phase 1 subdivision, be acknowledged as a parkland dedication credit within the Conditions of Draft Approval and subsequent Subdivision Agreement for the Phase 2 lands immediately to the North owned by the Proponent.
D2.0	Neighbourhood Park (Block 13):	
D2.1	Staff will require a preliminary landscape and/or park plan for this block as a condition of draft approval to be prepared in consultation with the Director of Recreation and the Director of Planning.	Thank you-we acknowledge and agree.
D2.2	The purpose of this requirement is to ensure that this block, when dedicated to the Township, meets minimum requirements for access and safety. At a minimum, staff will require that this block be graded with topsoil and seeded to the satisfaction of the Township prior to dedication.	Thank you-we acknowledge and agree.
D3.0	Linear Park/Trail (Block 14):	
D3.1	Staff support the location of the linear park/trail on the west side of the proposed subdivision. This location provides an essential opportunity to connect the subdivision with lands to the north and eventually the new recreation complex.	Thank you-we acknowledge and agree.
D3.2	Staff will require that the trail and walkway blocks be designed and built by the applicant in accordance with the Township Development Standards manual as a condition of draft plan approval.	Thank you, we acknowledge and agree in principal; however, it is our opinion that the Linear Park serves a Municipal-wide purpose, providing a service to Wellesley residents beyond the Subject Lands, and holds significant value as a Community Trail. Therefore, we believe it would be fair and justifiable that the Township should enter into a cost-share agreement for the design and construction of the Linear Park Block. We would like to discuss this point with Staff.
D4.0	Gerber Road Trail:	
D4.1	The Township maintains an existing trail along Gerber Road that currently ends at Lawrence Street. Staff is of the opinion that extending this existing trail along proposed Blocks 18 and 19 to connect with Block 14 (Linear Park/Trail) is necessary to ensure for a safe and functional trail network. Staff will require that this trail be designed and built by the applicant in accordance with the Township Development Standards manual as a condition of draft plan approval.	Please see response to D3.2. As a further comment in response, it seems unfair that the proponent should pay for extension of the Community Trail along Gerber Road beside the Lawrence Street residential lot adjacent to the Stroh lands.
D5.0	Temporary Walkway Connection:	
D5.1	Staff recommend that a temporary walkway connection be provided from Block 14 (Linear Park/Trail), along the northern boundary of Block 12, to Street "A". The purpose of this temporary walkway block would be to provide an additional maintenance access for Township staff and vehicles.	With submission of this REVISED Draft Plan, the Linear Park Block (Block 13) can be accessed from Gerber Road, the SWM Pond Access (Block 15), the midblock walkway (Block 14) and from Street 'E'.

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E.	Engineering - GM BluePlan (April 27, 2022)	
E1.0	Please note that many of these comments can likely be addressed at the time of detailed design, although it might be necessary to provide conditions in the draft agreement to ensure that they are satisfactorily addressed at that time.	Thank you, noted. We agree that many of GM BluePlan's comments can and should be incorporated into Conditions of Draft Plan of Subdivision Approval and potentially subsequently translated into Condition clauses within the Township's or the Region's Subdivision (Development) Agreement(s).
E2.0	Functional Servicing Report (FSR):	
E2.1	The Preliminary FSR for the Subdivision (Stantec, May 2017) and a Preliminary Servicing Feasibility Report in support of Urban Area Expansion (Stantec, April 2017) were not received and reviewed by GMBP. We assume that all applicable information has been addressed in the current FSR.	All applicable functional servicing information is contained in the latest version of the FSR (June 2024).
E2.2	The proposed road cross-section has curb and gutter as well as sidewalk on both sides of the road. Other new subdivisions in the area have semi-mountable curbing and sidewalk and lighting on one side of the road. The Township should confirm the preferred road cross section.	Please see Comment C3.1. The Township has requested that sidewalks be provided on both sides of the road and we agree with this request.
E2.3	The Sanitary Sewer Design Sheet indicates that the sanitary sewer on Gerber Road will surcharge when Phases 1 and 2 are developed. This should be addressed in Section 3.1 of the FSR. The Region should comment further.	Please see the updated Sanitary Sewer Design Sheets. Further discussion has been provided in the FSR (June 2024) under Section 3.1. It is concluded the proposed plan of subdivision (Phase 1) can be serviced by the existing sanitary sewers. However, the future Phase 2 lands (not subject of this draft plan application) may exceed the downstream capacity of the municipal sewers.
E2.4	Section 1.2 of the FSR indicates that WWTP upgrades in 2018 identified Phase 1 of the development in the growth plan, but not Phase 2. Please address this in Section 3.1 of the FSR and confirm that there are no concerns with the availability of capacity for the future Phase 2 development.	Section 1.2 of the FSR (June 2024) has been revised for clarity and a Section 3.2 Water Water Treatment Plant Capacity, has been included in the FSR (June 2024) to discuss the WWTP capacity.
E2.5	We are concerned with the limited available fire flow. The Region should confirm that the increased maximum day and fire flow demands in the area post-development of the subdivision won't impact flows and pressures elsewhere in the pressure district and should confirm that the modelling completed is adequate. It may be necessary to confirm that the demands of the new development won't worsen the existing condition.	Please see Appendix E of the FSR (June 2024) for a copy of email correspondence with the Region of Waterloo, confirming acceptance of the lower fire flow.
E2.6	Please add information about transients. Please demonstrate that the watermain can withstand the pressure from the instantaneous stoppage of a water column moving at 0.6 m/s.	Please see Appendix E of the FSR (June 2024) for a copy of email correspondence with the Region of Waterloo, confirming an analysis of transients is not typically required for the Township of Wellesley.
E2.7	Please discuss if flushing velocities will be adequate for the proposed watermain.	Please see Appendix E of the FSR (June 2024) for a copy of email correspondence with the Region of Waterloo, confirming flushing velocities are not typically considered for the Township of Wellesley.
E2.8	The Township fire department should confirm that the available fire flow is adequate, and if a minimum building separation (greater than 3 m), or type of building materials should be specified for the subdivision. Likewise, the fire department should confirm if fire walls will be required for the multi-block homes.	<p>The FSR (June 2024) identifies that there is a maximum fire flow of 78 L/s based on the boundaries provided by the Region. Therefore a target fire flow of 70L/s was used for design purposes to identify that a similar level of service as being provided for the existing Lawrence Street Subdivision can be provided within the Strohvest subdivision.</p> <p>Based on the Township of Wellesley Zoning By-law requirements within the Urban Residential Zone (UR) for singles and semis a minimum setback of 1.2m, plus an additional 0.5 m for each additional or partial storey above the first storey is the existing standard. We are proposing the same sideyard requirement within a modified Urban Residential Two Zone (UR2) for single-detached and semi-detached dwellings; for townhouses, triplexes and fourplexes the proposed interior sideyard is proposed to be 1.5 m, thereby resulting in a 3.0 m separation between 2 townhouse/triplex/fourplex buildings/blocks. NOTE: the current proposed REVISED Draft Plan of Subdivision does not propose any blocks to accommodate a triplex or fourplex. It would be preferred to maintain the Zoning By-law sideyard setbacks as proposed.</p> <p>Items such as building materials, percentage of unprotected openings, fire walls vs. fire separations for multi-block homes are additional items to be considered at the time of Building Permit.</p>
E2.9	The WaterCAD tables provided indicate that the available flow is less than 70 L/s for some nodes during the max day plus 70 L/s fire flow scenario. Likewise, during this scenario, the pressure for J-12 drops below 140 kPa. This should be addressed and discussed further with the Region if required.	Due to the revised grading, all nodes can achieve 70 L/s. Please see the revised FSR.
E2.10	The Grading Plans indicate that there will be a small amount overland flow to the east post-development. The Proposed Drainage Area Plan and model indicate that all overland flow from the eastern portion of the subject lands will drain to the SWMF. Please confirm.	Due to the revised grading scheme, this comment is obsolete. Please see the revised FSR Section 6.0 for updated discussion on the SWMF design.
E2.11	As stated, the water balance and infiltration design will need to be revisited during detailed design to ensure that rooftop runoff from the 25 mm event can be captured and infiltrated in appropriate locations while maintaining sufficient separation from groundwater.	Please refer to Section 6.0 of the FSR and Section 5.1 of the Hydrogeological Assessment report.
E2.12	In addition, as stated, it will be necessary to determine at detailed design if a SWMF liner is required.	Noted. For now, a SWMF liner has been recommended, but the composition of this will be further discussed and developed as part of the detailed design phase. Please see Section 6.5.5.3 SWMF LINER

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E2.13	Section 6.0 of the FSR should address that the major flows from Catchment 202 sheetflow uncontrolled to the Gerber Road ditch.	Report text has been updated to reflect the latest design in Section 6.5.3. Due to grading/servicing constraints a portion of the entrance will flow to Gerber uncontrolled in both the minor and major events. Overcontrol in the SWMF still results in overall peak flow control from the site.
E2.14	Please confirm where the major flows from Catchment 210 discharge to. It appears that they will be conveyed to the SWMF, but the Proposed Drainage Area Plan shows overland flows to the north.	Please see revised catchment plan (Figure 4 in Section 6 of the FSR). Rear yards in this area now drain via sheet flow, similar to existing conditions, with peak flows less than existing.
E2.15	A storm sewer design sheet will be required to confirm that storm sewer has been sized adequately. Please also provide sizing details for the oversized pipe conveying Phase 2 lands major flow to the SWMF. Presumably this pipe will be installed as part of the Phase 1 works, as it will pass through the Phase 1 lands.	The Storm sewer design and therefore the design sheet have been revised. Please see the revised storm sewer design sheet in Appendix D of the FSR.
E2.16	Please note that the Township requires all sumps for all lots per Standard Drawing 230. Gravity connections of foundation drains to storm sewer services are not allowable.	Thank you, noted. Sump pumps will be provided for all dwellings with habitable basements. Sump pumps will be connected to storm lateral risers above grade. No gravity connections of the foundation drains to the storm sewer are proposed.
E2.17	The Sanitary Sewer Design Sheet uses the residential flow of 0.0041 L/s/c (approximately 354 L/day/c) to determine flows. Please update Section 3.1 accordingly.	The Sanitary Design Sheet has been revised. The revised design sheet considered a residential flow of 275 L/c/day as per the Region of Waterloo DGSSMS B.3.1.2.1
E2.18	The Region DGSSMS requires that an inflow and infiltration allowance of 0.25 L/s/ha be used, but the sanitary sewer design sheet uses a value of 0.1500 L/s/ha.	The Sanitary Design Sheet has been revised. The revised design sheet considered an infiltration flow of 0.25 L/s/ha as per the Region of Waterloo DGSSMS B.3.1.2.1.
E2.19	The Phase 2 sections of the Phase 1 and 2 Sanitary Sewer Design Sheet do not match the Conceptual Servicing Plan. Even if the Phase 2 design is preliminary at this stage, it would be helpful if the design sheet was consistent with the drawing and demonstrated that the sanitary sewer is sized appropriately based on the best available current information about Phase 2.	The Sanitary Design Sheet has been revised.
E2.20	As noted in the FSR, pressure reducing devices are required due to the average day and max day pressures exceeding 550 kPa for most of the nodes within the subdivision.	Thank you, noted.
E2.21	Will stormwater storage for the major storm events be provided in the park areas (Blocks 13 and 14)? Or will major flows sheetflow overland to the adjacent road or rear yard catchment?	No SWM storage is proposed for the park, surface water will sheet flow to the roadways from Block 12 (large park block, formerly Block 13). The storm sewers which collect the Paff Drain and external flows from the West along Block 13 (Linear Park, formerly Block 14) have been sized to convey the 1 in 100 year directly to the SWMF inlet structure.
E2.22	Please provide the depth of flow for all overland flow routes for the major storm events, including the roads, Blocks 15 and 16, and the overland flow route to the SWMF between lots 34 and 35. Please ensure that there is no overflow onto private property.	Calculations have been updated and provided, with discussion in section 6.5.5.5 of FSR. Note: the overflow would now flow into the SWMF on the access into the SWMF between Lots 42 and 43.
E2.23	Please add a section to the FSR to discuss the timing and status of ministry approvals, including the Form 1 process for new municipal watermain and the ECA for the SWMF and sewers.	Please see Section 1.4.2 of the FSR for discussion on Form 1 and ECAs.
E2.24	Please address that the forebay area of the SWMF is 53.7% of the total permanent pool area, whereas the Township and MECF requires that it be less than 33% of total wet pond area.	The pond design has been updated to reduce the forebay size and it is now approximately equal to 1/3 of the pond area (33.7%), thereby fulfilling MECF requirement.
E2.25	We note that the invert of the pond inlet is located at the permanent pool elevation, it will therefore be partially submerged during all storm events. Please confirm that there will be no concerns with surcharging storm sewers.	The pond inlet has been raised to be 0.3m above the permanent pool elevation. This is above the extended detention volume elevation. The 5-year ponding elevation in the pond will backwater back up to the invert of the sewer at the street; however, the peak flow from the incoming storm sewer is anticipated to be prior to the maximum elevation in the pond and therefore should not have a major impact on storm sewer conveyance capacity.
E2.26	A pipe slope of greater than 1% is preferred for the SWMF outlet pipes.	SWMF outlet pipes have been revised to be 1%.
E2.27	The Township Public Works Department should comment on the SWMF outlet configuration. While it is not the Township's preferred configuration (per Township Standard Drawing 410), the reverse slope outlet has some advantages. The Public Works Department should confirm that this is an acceptable configuration from an ongoing maintenance perspective and if a low flow maintenance pipe is required to drain the permanent pool when required.	A low flow maintenance pipe can be included at the discretion of the Township's Public Works department. This will be further developed and incorporated as required during the detail design phase.
E3.0	Conceptual Servicing Plan:	
E3.1	The section of sanitary sewer from MH90a to MH89a is too long, there should no more than 90 m between manholes for sewer of this diameter. Likewise, there are some sections of storm sewer with too much distance between manholes.	Sewer layouts have been revised and all proposed pipe lengths have been limited to 90m or less.
E3.2	Is the road east of Street B connecting to Lawrence Street to be a through road or emergency access? Or will the watermain be on easement? Will the existing park on Lawrence Street be removed in this location?	Street B is proposed to be a through street and the park will be removed and relocated as part of Block 12.
E3.3	The first stretch of dead-end storm sewer from MH 194 to MH94 should have a slope of at least 1%.	The storm sewer design has been revised to ensure the first reach of storm sewers have a slope of 1%.
E3.4	Ultimately all hydrants and valves should be shown for the watermain, per Regional DGCCMS standards.	Hydrant sets have been shown on the revised plans. Valve locations do not display well on the preliminary servicing plans and have been omitted for clarity. Valve details and locations will be incorporated as part of the detail design phase.
E3.5	Please show the 1200 mm diameter culvert under Gerber Road and how the proposed SWMF outlet will connect to it.	The 1200mm culvert under Gerber Road has been incorporated in the revised plans and coordinated with the Paff Drain, Gerber Road Detail Draft, dated April 2024 by K. Smart & Associates.

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E4.0	Grading Plan:	
E4.1	More grades are required for Street A on Drawing 401, similar to Drawing 402.	The grading scheme has been revised. Centerline grades are shown at 20 meter intervals for all Streets.
E4.2	A slope of 0.1% is not acceptable for a section of the rear yard swale on Street A. Other sections of the swale also have a fairly flat slope. By increasing the number of RLCBs, the grade should be able to be increased.	The number of rear yard swales and RLCBs has been significantly reduced. Rear yard swales have been designed with slopes of 1% as per the Township of Wellesley Development Standards. It is our intention to also provide subdrains for these swales to limit surface ponding during intense storm and/or periods of extended rainfall.
E4.3	More grades are required for the existing roadside ditch on Gerber Road. Please show adequate protection at the SWMF outlet to the ditch and more detail to show the area between the SWMF outlet and 1200 mm culvert. Can the existing ditch convey the major flows that will discharge directly to the ditch from the subdivision?	The SWMF outlet and relationship to Gerber Road has been revised.
E4.4	Please provide more grades for Blocks 15 and 16 and the overland flow route between lots 34 and 35, to ensure there is adequate capacity to convey the major storm events without spill onto the adjacent lots.	The grading scheme has been revised.
E4.5	A culvert will need to be sized for the Street A roadway access. Is this proposed culvert going to convey the major storm event – is this possible with the current ditch grading?	A culvert will be required for Street B, as it is now the access point to Gerber Road from the Strovest Subdivision. Improvements to the ditch west of the entrance will be required. The culvert can be designed to convey major flows from Catchments 202A/B. This will be incorporated as part of the detailed design phase.
E4.6	Catchment 210 has been considered to be conveyed to the SWMF on site. However, the proposed grading plans do not show adequately these areas being conveyed to the SWMF, therefore, please add more details on the grading plan including any swales and/or RLCBs that are required to convey the flows from these catchments into the SWMF. Or revise the stormwater management strategy for this catchment. Please also confirm the overland flow route for the major storm.	The grading scheme has been revised.
E4.7	Catchments 209 and 207 have also been considered to be conveyed to the SWMF however there is only one RLCB shown on the grading plans. Has this RLCB and lead been sized to convey the major event? Typically, more RLCBs are needed to convey the drainage from these lots to the ROW. Catchment 209 could be designed with a swale along the rear of the lots to convey into the SWMF – based on the grading plan, there appears to be adequate fall. However, this may require an easement through the rear of the lots. This could be a design solution for the major storm conveyance.	The grading scheme has been revised.
E4.8	Catchment 205 does have a rear yard swale along the west property line and includes 2 RLCBs. However, these two RLCBs collect flows from more than 24 lots and Townhouse blocks which is typically not permitted. RLCBs should be proposed to convey the drainage to the storm sewers, or the swale should be contained in an easement that is municipally owned for maintenance.	The grading scheme has been revised.
E4.9	Additionally, the RLCBs and their leads need to be sized for the major flows as the majority of these lots are walkouts and flows cannot be conveyed overland to the ROW. Therefore, the downstream storm sewer needs to be sized to convey the major flows from these catchments.	The grading scheme has been revised.
E4.10	Catchment 206 is noted as flowing to the northwest, however these flows are outletting to the neighbouring property in a different location than the existing catchment outlet at the northwest corner of the property. Please confirm that this won't be an issue.	The grading scheme has been revised. For the Phase 2 area, existing drainage patterns to the north/north-west and East/north-east (Post development Catchments 207 and 206, respectively) will continue to drain as per the existing condition, respecting pre to post peak flows. These areas mostly consist of a portion of rooftop with mostly landscaped yards that will drain via sheet flow and match into the existing grades.
E4.11	The external flows from Catchment 204 are noted as flowing through Catchment 205 to be conveyed to the SWMF. As previously mentioned, the conveyance from the rear of Catchment 205 is insufficient for the lot drainage. This external drainage will be significant and so the stormwater design needs to include a dedicated conveyance system to get these flows to the SWMF. This may require an easement and adequate pipe sizing to collect the major storm events from the external catchment and convey to the storm sewers and then to the SWMF. The flows from Catchment 204 should not be directed to the residential lots in Catchment 205 – these flows need to be collected and conveyed without any impact to the residential lots.	The grading scheme has been revised.
E4.12	Will Block 14 "Linear Park" be used as a trail? Can this block be used as an easement for a swale to convey flows to the SWMF?	Former Block 14, now Block 13 is to be used as a community trail and will also serve as a swm feature to collect and convey drainage from the Paff Drain and external lands to the west.
E4.13	The Township Public Works department should comment on the location of the SWMF maintenance access from Gerber Road. A culvert would be required for this access road.	Please see enclosed email correspondence with the Township and their Engineer (GEI, formerly GM BluePlan), dated April 29, 2024 regarding the SWMF access from Gerber Road. Culverts, signage, etc. will be further developed during the detailed design phase.
E4.14	How will drainage be provided for the rear yards of the townhome blocks? Will RLCBs be provided?	The grading scheme has been revised. The general intent for townhome block is to drain rear yards to the lot lines and then to the streets via the side yard swales. This will be further defined as part of the detail design phase and subsequently via lot grading plans as part of the building permit submission.

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Ref. #	Comment	Response
F	GM Blue Plan Comments via email March 11, 2024 from Angela Kroetsch, P.Eng.	
F1.0	A response letter / matrix identifying how each previous comment has been addressed. The previous comment(s) to be addressed are outlined in the attached letter (dated April 27 2022).	All comments received have been considered, addressed and synthesized in this document.
F1.1	The above-mentioned response letter / matrix should also identify how each comment / question included in our email dated February 12, 2024 have been addressed – specifically the comments / questions related to:	Per your email on March 11, 2024 please see the original comments (left) and Stantec's response (right) below. For consistency within this comment response matrix the comments have been renumbered; however, they appear in the same order as your original email referenced above.
F1.2	Groundwater measurements recorded, related cross-sections, and a comparison of existing and proposed grades. Discussion and details related soil conditions and the elevation of future footings/foundations/basements should also be included, so that there is a clear understanding of the potential risks and design requirements for the future footings/foundations/basements. This is to ensure that any potential impact as a result of hydrostatic pressure, and the necessary mitigation measures (i.e., waterproofing) are designed, installed and operating in accordance with the required of the OBC.	Please refer to Sections 3.6, 4.2.1, and 5.2.2 and Appendix J of the Hydrogeological Assessment report, and Sections 2.4.1 and 2.4.2 of the FSR, which provide detailed discussions into this issue.
F1.3	Illustrate the magnitude of fill required across the site and along the boundary with the adjacent development.	Please see Drawing C200 and C201 for profiles along all Street Centerlines that illustrate the difference between the proposed grade and the existing grade. Please see Section 2.3 of the FSR for further discussion on the overall site grading.
F1.4	The Township's requirement for 0.6m of separation from the seasonal high groundwater elevation and the underside of footing. How will this requirement be met? In addition to this, how will the conceptual design approach proposed satisfy the requirements of the OBC (9.13.3 Waterproofing and 9.15.3.4.3(3) Footing Design)?	Please see Section 2.4.1. for discussion of OBC 9.13.3 and 9.15.3.4.(3). Please also refer to response provided for Comment F1.2.
F1.5	With respect to the Revised Functional Servicing Report (FSR) including a Stormwater Management Component referenced in Greg's email (see below), we also recommend that the FSR / SWM report include discussion and an update on the status of the legal outlet (i.e., municipal drain process and allowable release rates to the municipal drain, including timeline/schedule for the design and construction of the works, etc.).	Please see section 6.5.5.4 of the FSR for further discussion on the SWMF outlet and Paff Drain Improvements.
F1.6	With respect to the Revised Functional Servicing Report (FSR), this document is to also include the supporting drawings/plans (i.e., Site Grading Plan, Site Servicing Plan, ESC Plan, etc.). We note that there may be additional drawings/plans required to support the application that have not been identified here.	Please see Appendix C of the FSR so the complete set of preliminary engineering plans.
F1.7	The submission documents are also to include the required supporting documentation, plans and discussion related to the site access location and the sightline analysis completed to confirm the access location.	Please see the TIS Memo dated June 7, 2024 included in this submission.
F1.8	The Updated Two (2) Year Hydrogeological Assessment Report is to also include a plan/map illustrating the seasonally high groundwater contours for the development lands, which have been calculated based on the most recent monitoring data for the site.	Please refer to Figures 8 and 9 (Appendix A) of the Hydrogeological Assessment report, where these figures present hydrographs covering the continuous monitoring of groundwater levels across the Applicant Lands over the last three years (i.e., June 2021 to June 2024). Monitoring results indicate that the high groundwater table is positioned just below ground surface (BGS) to 0.5 m BGS throughout these lands from early to mid-fall (September-October) and continuing into late spring (May).
G.	Transportation Impact Study-Salvini Consulting Ltd.	
G1.0	Generally, the TIS addresses the agreed upon terms of reference for the study. The main exception is that the consultant included all of the traffic from the development of the subject lands along with the future development of the lands to the north in the future total traffic analysis. We had asked that the site traffic for the subject site be studied in the main analysis and that a sensitivity analysis be prepared to address the future development of the lands to the north. The analysis in the TIS is conservative as it accounts for the full development of the broader lands and is acceptable.	Thank you, noted.
G2.0	The study identifies that the estimated site traffic to Wilmot line in the weekday peak hours would be limited to 12 trips per hour.	Thank you, noted.
G3.0	Daily traffic volumes on Streets A and E are estimated to be 1,600 and 700 respectively. The volumes on Street A will exceed the TAC guidelines for local roads of, typically, 1,000 vehicles per day.	The TIS has been updated.
G4.0	Forecast traffic volumes will not result in a warrant for a left turn lane from Gerber Road to Street A. If updates to the TIS are made, the warrant nomographs should be adjusted.	Nomographs have been updated in the revised TIS.
G5.0	The study indicates that clear sightlines are provided along both the east and west approaches of Gerber Road to Street A. Please provide clarification on how the sightlines were confirmed.	The TIS has been updated. As agreed, site access to Gerber Road moved to the east and the updated access is now located 100 west of Lawrence Street as agreed with the municipalities. A field survey was conducted and confirmed the available sight distance will be increased to 290 meter.
G6.0	The study recommends lowering the speed limit on Lawrence Street to 30 kph as the sight distance available at the new intersection with Street E corresponds to a design speed of 40 kph. It is my opinion that the speed could be lowered to 40 kph so that the design speed is the posted speed in keeping with the Region of Waterloo Context Sensitive Transportation Corridor Design Guidelines. It is my understanding that Township of Wellesley Council has discussed the lowering of speed limits from 50 to 40 kph in urban areas in the past – if the Township chooses to revisit this concept, the speed limit on Lawrence Street could be lowered through that program.	Noted and agreed.

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G7.0	Within the subdivision on the new roads, the TIS recommends speed cushions on Streets A and E, sidewalks on both sides of Street A connecting to an extended sidewalk on Gerber Road, and on-street parking. It is my understanding that Township of Wellesley staff prefer speed humps and can provide direction on the design for humps used elsewhere in the Township. The Township of Wellesley Road standard requires sidewalks on both sides of all local roads and allows for parking on one side of the road.	Speed humps to Township of Wellesly design standards will be implemented at the detailed engineering design stage. A Condition(s) of Draft Plan of Subdivision Approval should/will require this, as well as sidewalk on both sides of streets, and any other relevent recommendations of the TIS.
G7.1	I recommend that one of the conditions of draft approval be a parking plan illustrating how many on-street parking spaces can be accommodated and where parking related signage will be included. In addition, the sidewalk on Gerber Road should be extended westerly from Lawrence Street to Street A.	A parking plan can be provided as part of the detailed engineering design and if required, should be made a condition of Draft Plan of Subdivision Approval.
G8.0	The terms of reference asked for a plan illustrating proposed traffic control within the subdivision. This plan was not included in the TIS.	Our experience is that traffic control measures are typically (and best) provided at the time of detailed engineering design of the subdivision, when details of the street design are known and the details of traffic control measures can be provided in that context. Requiring this should be made a Condition of Draft Plan of Subdivision Approval.

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Ref. #	Comment	Response
Region of Waterloo Comments		
Ref. #	Comment	Response
A. Conformity with Regional Policies		
A1	The subject lands are designated "Township Designated Greenfield Area" in the Regional Official Plan (ROP). The following ROP policies are applicable to the proposed plan of subdivision. Development occurring in Township Designated Greenfield Areas will be planned to:	See below.
A1.1	Conform to Policy 2.D.17 (a), (c), (d) and (g);	Thank you, noted. It is our Planning Opinion that the proposed REVISED Draft Plan does conform in all respects to Policy 2.D. 17 a), c), d) and g) and this is further addressed in the Addendum PJR included in this resubmission.
A1.2	Areas serving primarily a residential function will meet or exceed a minimum density of 45 residents and jobs combined per hectare on lands not subject to a plan of subdivision application as of June 16, 2006	The calculated density of the proposed plan of subdivision is 45.6 person-jobs per hectare. See discussion in subsection 4.5 in the Addendum Planning Justification Report June 2024, and, Table 2 Detailed Density Calculations and Housing Type Split.
A1.3	Areas serving solely an employment function (serviced) will be planned to meet or exceed a minimum density of 40 jobs per hectare	Thank you, noted-not applicable. The area is not designated, nor proposed to serve (solely, or otherwise), an employment function.
A1.4	Areas serving primarily an employment function (unserved) will be planned to meet or exceed a minimum density of 25 jobs per hectare. In all cases, densities will be measured on average over the entire Urban and Township Designated Greenfield Areas of the region in accordance with the methodology established by the Province, which excludes only provincially constrained environmental areas.	Thank you, noted. The area is not designated, nor proposed to serve (solely, or otherwise), an employment function.
A1.5	Provide a development pattern and road network that supports the integration of transit services, where planned to be available in the future	It is our opinion that the proposed REVISED Draft Plan, development pattern and road network would support the integration of transit service should it ever be offered in the Township of Wellesley.
A1.6	Require development to be serviced by a municipal drinking-water supply system and a municipal wastewater system	The proposed plan is designed and proposed to be serviced fully by the Wellesley municipal drinking-water supply system and municipal wastewater system.
A2	Regional staff are satisfied that the proposed draft plan of subdivision conforms with the minimum density target set out in 2.E.6 (b). Staff encourage the proponent to consider increasing the density further in order to support the creation of complete communities.	The Consultant Team with the Owner have considered providing increased density. It is proposed to implement dual UR2/UR3 zoning for Block 11 that will provide the opportunity for a low-rise apartment, should there be market conditions that support such a development. There may be further opportunities for forms of higher density within the Phase 2 lands owned by the Applicant, immediately north of the proposed Draft Plan of Subdivision.
A3	The proposed development generally aligns with ROP 2.D.17 (General Development Policies for the Urban Area) as follows: (a) conforms to the general development provisions described in Policy 2.D.1;	Thank you, noted. We agree.
A4	In order to fully conform with 2.D.17, the following should be addressed:	
A4.1	Confirm that there is a network of continuous sidewalks, community trails and bicycle pathways to provide direct, safe, comfortable and convenient linkages within the neighbourhood and externally to other neighbourhoods including linkages to transit stops, employment areas, school sites, food destinations and community facilities	The proposed REVISED Draft Plan of Subdivision will incorporate sidewalks on both sides of the street as required by Township of Wellesley Development Standards. The plan incorporates walkway linkages into park blocks and a major north/south linear parkway block is proposed that can accommodate a Community Trail. Please see the originally submitted PJR and Addendum PJR (June 2024) for further discussion.
A4.2	Confirm if any easements, land dedications or pedestrian amenities are required in accordance with ROP Policy 5.A.3 to support walking, cycling and existing or planned transit services for everyday activities	Standard easements for various utilities and services will be required and the requirement for these would be provided for through Conditions of Draft Plan of Subdivision Approval and/or to be carried forward into the formal Subdivisions/Development Agreements to be entered into between the Owner and the Township and the Region prior to Registration. Roads, road widenings, servicing blocks, reserves, parkland, access links to parkland, etc. are designed into the proposed Draft Plan of Subdivision and these will be dedicated to the Township upon Registration. At this time, we understand that the Regional Transit System does not run into Wellesley and therefore there are no dedication requirements to support such at this time; however we note that the proposed design will facilitate provision of transit service in the future should it be introduced to the Wellesley community.
B. Environmental Planning		
B1	The applicant has provided a scoped Natural Heritage Report (Stantec, November 18, 2021) in support of the subject applications primarily focused on screening for Species at Risk (SAR) habitat, as well as significant wildlife habitat. The screening has ruled out potential SAR concerns and the report adequately addresses Regional interests in environmental planning matters.	Thank you, noted.

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Ref. #	Comment	Response
C.	Affordable Housing	
C1	<p>The Region supports the provision of a full range of housing options, including affordable housing. Rent levels and house prices that are considered affordable according to the ROP are provided below in the section on affordability. Staff recommend that the applicant consider providing a number of affordable housing units on the site.</p> <p>In order for affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, a mechanism should be in place to ensure the units remain affordable and establish income levels of the households who can rent or own the homes.</p>	<p>The Owner has been open to consider the possibility of incorporating affordable housing units on the Subject Lands. We note that with the variety of lot sizes and housing types as proposed, there will be a range of affordability provided within the market range of housing prices. As recommended by Regional Staff, the Consultant Team met with Region of Waterloo Housing Services on January 19, 2023. It is noted that the incorporation of affordable housing units typically is a matter that is addressed at the time that specific housing projects are planned and are pursuing Site Plan and Building Permit approval. We will continue to consider and be open to discussion regarding the potential to incorporate affordable housing into this proposed subdivision.</p>
C2	<p>Staff further recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability.</p>	<p>As recommended by Regional Staff, we met with Region of Waterloo Housing Services on January 19, 2023 to discuss aspects of incorporating affordable housing within this proposed subdivision-see response to Region Comment C1 above.</p>
C3	<p>Staff recommend considering other ways of providing a mix of housing types on the site, such as secondary dwelling units within or accessory to the proposed single detached dwellings.</p>	<p>The Zoning By-law Amendment Application submitted to the Township of Wellesley applies to have the Urban Residential 'UR', Urban Residential Two 'UR2' Zone, and, one block "dual" zoned Urban Residential Two (UR2)/Urban Residential Three (UR3) applied to the subject lands with some site specific provisions. The Urban Residential 'UR' Zone permits a range of single-detached, semi-detached, converted and duplex dwellings. The Urban Residential Two 'UR2' Zone permits a range of townhouse, semi-detached, triplex and fourplex residential dwellings. As well, both the UR and UR2 Zones permit "Dwelling Unit (Attached) Additional" and "Dwelling Unit (Detached) Additional". The proposed "dual" UR2/UR3 Zone would also permit the possibility of Stacked Townhouse or Apartment housing. In our view, the proposed Zoning would provide for the potential for a broad mix of housing unit types, including an array of secondary dwelling unit types.</p>
C4	<p>Policy 3.A.5 in the ROP applies to this site. It states: "Where a development application proposing residential uses is submitted for a site containing two hectares or more of developable land, the Region and Area Municipalities will require, wherever appropriate, a minimum of 30 per cent of new residential units to be planned in forms other than single-detached and semi-detached units, such as town homes and multi-unit residential buildings."</p> <p>A review of the proposed unit types on the Draft Plan of Subdivision indicates that this proposal conforms to Policy 3.A.5.</p>	<p>Thank you, noted. Forty-two (42%) percent of the proposed housing within the REVISED Draft Plan would be of a form other than single-detached or semi-detached.</p>
C5	<p>In order for an owned unit to be deemed affordable, the maximum affordable house price is \$368,000.</p>	<p>Thank you, noted. It is assumed that the maximum affordable house price has increased since the first submission in 2022 and we would be interested in obtaining any new/updated figures.</p>

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Ref. #	Comment	Response
D.	Water Services & Hydrogeology	
D1.0	Functional Servicing Report	
D1.1	1.2 Background/Overview: The background information is referring to populations that do not align with the Wellesley servicing areas. Clarification on where the population forecasts come from is required. This section also alludes to a capacity improvement made at the Wellesley wastewater treatment plant in 2018, which is incorrect.	The FSR has been revised to better describe the water and wastewater capacities.
D1.2	3.0 Sanitary Servicing: The consultant must verify that the existing downstream sanitary network has sufficient capacity for the proposed development. If not, the consultant shall identify any upgrades or improvements that may be necessary to accommodate the proposed development. This section should also assess whether the Wellesley Wastewater Treatment Plant has sufficient capacity to accommodate the proposed development.	Please see the updated Sanitary Sewer Design Sheets. Further discussion has been provided in the FSR under Section 3.1. It is concluded the proposed REVISED plan of subdivision (Phase 1) can be serviced by the existing sanitary sewers. However, the future Phase 2 lands (not subject of this draft plan application) may exceed the downstream capacity of the municipal sewers.
D1.3	4.3 Results (from water distribution modelling): The model results in Appendix D indicate that the required fire flow of 70 L/s can be supplied to the Stage 1 junctions, but cannot be supplied to the Stage 2 junctions (J-10 to J-13). Staff understands that this submission is only for Stage 1, and that Stage 2 shown in the FSR has been removed from the draft plan submission. Based on that assumption, the report indicates that the proposed water distribution strategy is adequate to provide service to the proposed development.	With the revised grading scheme, the reduction in elevation has allowed all nodes to achieve a fire flow of 70 L/s at 20 psi. Please see the revised FSR.
D1.4	The profiles on drawings C-200 and C201 must include Gerber Rd.	Drawing C201 contains the existing existing Gerber Road profile.
D1.5	The Functional Servicing Report (FSR) report described the outlet of the stormwater management facility as a 1.2 m via corrugated steel pipe culvert that crosses Gerber Road and ultimately discharging to the Nith River. Staff request further discussion and clarification on the path that storm water will take once it has exited the culvert. Staff do not support uncontrolled flow within 100-m (WHPA-A) of the Wellesley wells.	The SWMF outlet is the 1.2m culvert, that will be replaced as part of the Paff Drain upgrades under development by K.Smart and Associates. Please see draft plans prepared by K. Smart Associates for the Paff drain upgrades south of Gerber Road to the Nith River.
D1.6	The FSR report should be updated to include a provision to oversize all infiltration galleries by 15% to account for downspout disconnections and decreased performance over time.	The FSR has been revised to include further discussion regarding infiltration galleries and includes a stipulation that all infiltration galleries provided shall be oversized by 15%. Please see Section 6.5.5. of the FSR.
D1.7	The FSR report noted that the installation of a liner/impermeable barrier at the storm water management facility has not been confirmed. This design consideration needs to be confirmed in an updated FSR to the satisfaction of the Region, Township, and GRCA. If a liner is not proposed, an updated Chloride Impact Assessment (CIA) will be required.	A SWMF clay liner will be incorporated into the pond design. The details of the liner shall be determined as part of the detailed design phase. Please see Section 6.5.5.3 of the FSR.
D2.0	Chloride Impact Assessment	
D2.1	Regional staff has reviewed the Chloride Impact Assessment (Stantec, 2021) and notes that stormwater infiltrated, either actively or passively, at the stormwater management facility (SWMF) is considered chloride-laden water. As noted in the comments on the FSR, the SWMF design should be confirmed. If end-of-pipe infiltration is proposed the Chloride Impact Assessment should also be updated, to the satisfaction of the Region, to include the total mass of salt being applied within each catchment that will ultimately infiltrate at the SWMF.	Please see response to comments D1.6 and D1.7 above.
D3.0	Hydrogeological Assessment	
D3.1	The Hydrogeological Assessment (Stantec, 2022) only included groundwater elevation data for Summer 2021. In general, two years of continuous pre-development groundwater elevation monitoring is required, as well as semi-annual groundwater quality sampling (spring and fall seasons). The Hydrogeological Assessment should be re-submitted, to the satisfaction of the Region, Township, and GRCA with this additional data and analyses.	The Hydrpgeological Assessment report has been updated to include continuous groundwater level monitoring results (through use of data loggers) recorded from June 2021 to June 2024 (i.e., three years). The report also includes updated groundwater quality results from April and December 2023. From our observations of the supplemental monitoring data, Stantec's opinion at this time is that these updated data results do not change the recommended Mitigation Measures and Conclusions as contained in the originally submitted Hydrogeological Assessment-FINAL REPORT for this Strohvest Subdivision dated January 2022.
D4.0	Draft Approval Conditions	
D4.1	An agreement will be required to prohibit the use of geothermal wells, as defined in Chapter 8 of the Region Official Plan, which includes vertical open-loop and vertical closed-loop geothermal energy systems. This prohibition should be added to the Zoning By-Law for the subject lands.	We presume that such a requirement would be made a Conditon of Draft Plan of Subdivision approval and would thereby result in inclusion of a clause to this effect in the Regional Development Agreement. It will be necessary to discuss with the Township and the Region, how to address this requirement in terms of adding this prohibition into the Zoning By-law-should it be for ONLY the subject lands, or, should this be a General Provision in the Village of Wellesley ZBL? We prefer the latter and we suggest such a recommendation should be put forward by Regional and Township Planning Staff in their reporting on this matter and not require the Owner/Applicant to amend the Zoning By-law Amendment Application to implement such a prohibition.
D4.2	In-situ infiltration testing should be conducted at proposed/representative locations and depths of any infiltration facilities or end-of-pipe infiltration galleries.	It is agreed that in-situ testing should be required. This will be performed at the detailed design stage. No end-of-pipe infiltration is proposed, so this will be required for rooftop infiltration galleries.
D4.3	Submission of a Final Functional Servicing Report, to the satisfaction of the Region, City and GRCA, prior to Registration.	Detailed Design Plans prior to Municipal Clearance for construction will address final servicing details. It is our understanding that the GRCA has indicated they do not have any comments regarding this proposed subdivision.

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Ref. #	Comment	Response
E.	Environmental Noise	
E1.0	Regional staff has reviewed the report entitled "Wellesley Property, Gerber Road Plan 1148 Part Lot 80 Noise Impact Study" dated August 31, 2021 as prepared by Stantec and concur with the recommendations of the report. The following recommendations of the above report, pertaining to the transportation noise, must be implemented through a registered agreement with the Township, as a Regional condition of Plan of Condominium/Subdivision application for the subject development:	Acknowledged and agreed. Please note that an updated Noise Impact Study is submitted with the REVISED Draft Plan of Subdivision and Zoning By-law Amendment application submission. We anticipate the the Township and the Region will set out Conditions of Draft Plan Approval requiring that the recommendations of the Noise Impact Study be implemented through subsequent incorporation into the Municipalities' respective Subdivision/Development Agreements.
E1.1	The developer agrees to implement the recommendations of the report entitled "Wellesley Property, Gerber Road Plan 1148 Part Lot 80 Noise Impact Study" dated August 31, 2021 as prepared by Stantec" and further agrees that:	Acknowledged and agreed. We anticipate the the Township and the Region will set out Conditions of Draft Plan Approval requiring that the recommendations of the updated Noise Impact Study be implemented through subsequent incorporation into the Municipalities' respective Subdivision/Development Agreements.
E2.0	Lots 1 to 7 and Lots 25 to 30 (ALL DWELLING UNITS):	Due to the subdivision entrance relocation to the easterly end of the Subject Lands along Gerber Road, the impacted Lots have changed and are now numbered Lots 1-4 and 27-31; however the intent of the comments will be maintained.
E2.1	The dwelling will be installed with forced air-ducted heating and ventilation system suitably sized and designed and installed with central air-conditioning system prior to occupancy	Acknowledged and agreed. We anticipate the the Township and the Region will set out Conditions of Draft Plan Approval requiring that the recommendations of the Noise Impact Study be implemented through subsequent incorporation into the Municipalities' respective Subdivision/Development Agreements.
E2.2	The following noise warning clauses will be included in the development agreements, purchase and tenancy agreements and offers of purchase and sale for the dwelling units:	Acknowledged and agreed. We anticipate the the Township and the Region will set out Conditions of Draft Plan Approval requiring that the recommendations of the updated Noise Impact Study be implemented through subsequent incorporation into the Municipalities' respective Subdivision/Development Agreements.
	<u>Type C Warning Clause:</u> "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Regional Municipality of Waterloo (RMOW) and the Ministry of Environment, Conservation and Parks (MECP)".	Acknowledged and agreed. We anticipate the the Township and the Region will set out Conditions of Draft Plan Approval requiring that the recommendations of the Noise Impact Study be implemented through subsequent incorporation into the Municipalities' respective Subdivision/Development Agreements.
	<u>Type A Warning Clause:</u> "Purchasers/tenants are advised that sound level due to increasing road traffic on Manser Road may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Regional Municipality of Waterloo (RMOW) and the Ministry of Environment, Conservation and Parks (MECP)".	Acknowledged and agreed. We anticipate the the Township and the Region will set out Conditions of Draft Plan Approval requiring that the recommendations of the Noise Impact Study be implemented through subsequent incorporation into the Municipalities' respective Subdivision/Development Agreements.
E2.3	Implementation: That prior to the issuance of any building permits, the Township of Wellesley Building Inspector will certify that the noise attenuation measures are incorporated in the building plans and upon completion of construction, the Township of Wellesley's City of Kitchener's Building Inspector will certify that the dwelling units have been constructed accordingly.	Acknowledged and agreed. We anticipate that the Township and the Region will set out Conditions of Draft Plan Approval requiring that the recommendations of the Noise Impact Study be implemented through subsequent incorporation into the Municipalities' respective Subdivision/Development Agreements.

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Ref. #	Comment	Response
F. Concluding Comments/Next Steps (Summary)		
F1 a)	The Owner/Developer must complete and submit a Transportation Impact Study (TIS) and undertake municipal drain improvements to the satisfaction of the Township of Wilmot.	The initial TIS Report was submitted December 20, 2022 and has been accepted by the Townships of Wilmot and Wellesley through their Transportation Engineering Consultant, Salvini Consulting Inc. It was as a result of subsequent work emanating from the original 2022 TIS that it was concluded that the subdivision access to Gerber Road should be relocated to the easterly end of the Subject Lands. To confirm that this revised location meets TAC standards, at the request of the Townships' Transportation Engineering Consultant, a TIS Memo dated June 7, 2024 has been included in this resubmission.
F1 b)	The Owner/Developer must undertake municipal drain improvements to the satisfaction of the Township of Wilmot.	Please see the draft Paff Drain Improvement Plans prepared by K. Smart and Associates as part of the Section 78 application submitted under the Drainage Act, included in Appendix F of the FSR.
F2	Prior to draft approval of the subdivision by the Region, the Township of Wellesley must provide formal comments on the application and/or a recommendation in support of draft plan approval, including the Township's conditions of draft approval. Additional draft approval conditions may be recommend as a result of future comments.	The Township of Wellesley has provided formal comments to the Region on this Application. The Township Staff will have to provide a Report to Township Council to obtain its support/approval of the proposed Draft Plan and to outline the Township's Conditions of Draft Plan Approval.
F3	Prior to draft approval of the plan of subdivision, the Owner/Developer must submit to the Region 5 copies of the plan to be draft approved. The plan must be signed by the Owner and Surveyor. Once the plan of subdivision is draft approved, the draft approval will take effect 21 days after the day the notice of decision is issued, provided no appeals are received in accordance with Section 51(39) of the Planning Act.	At the appropriate time, we will provide the necessary copies of the approved Draft Plan signed by the Owner and the Surveyor as requested.
F4	The Owner/Applicant should also be advised that any future development on the subject lands will be subject to provisions of Regional Development Charge By-law 19-016 or any successor thereof.	Thank you, noted.
Delegated Authority Comments		
Ref. #	Comment	Response
A. Grand River Conservation Authority		
A1	No Comments or concerns	Thank you, noted.
B. Hydro One		
B1	No Comments or concerns	Thank you, noted.
C. Telus		
C1	No Comments or concerns	Thank you, noted.
D. Bell Canada Comments (April 18, 2022)		
D1	The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
D2	The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
D3	The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
D4	It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
D5	To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulation on all applications received by the Municipality and/or recirculations.	Thank you, noted.

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E.	Canada Post Comments (April 20, 2022)	
E1	Canada Post has reviewed the proposal for the noted Development and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mail Boxes.	Thank you, noted.
E2.0	To provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions:	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
E2.1	The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
E2.2	The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility, including hydro transformers, bell pedestals, cable pedestals, flush to grade communication caults, landscaping enhancements (tree planting) and bus pads.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
E2.3	The Owner/Developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
E2.4	The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
E2.5	The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Township of Wellesley.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
E2.6	The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
E2.7	The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
E3	Canada Post further requests the owner/developer be notified of the following: 1. The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations 2. Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy 3. There will be no more than one mail delivery point to each unique address assigned by the Municipality 4. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project 5. The complete guide to Canada Post's Delivery Standards can be found at: https://www.canadapost-postescanada.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf	Thank you, noted.

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F.	Waterloo Region District School Board (May 3, 2022)	
F1.0	Student Accomodation	
F1.1	The subject lands are currently within the boundaries of the following WRDSB schools: •Wellesley Public School (Junior Kindergarten to Grade 8) •Waterloo-Oxford District Secondary School (Grade 9 to Grade 12)	Thank you, noted.
F1.2	Please be advised that student accommodation pressures currently exist at both of these schools. The WRDSB's 2020-2030 Long-Term Accommodation Plan projects long-term over-utilization at these facilities. Interim student accomodation measures, including portable classrooms, are presently on-site and may be required until an alternative accommodation solution is in place. Alternatively, the WRDSB may conduct a boundary study or designate this property as a "Development Area" and assign it to Holding Schools before occupancy or sales.	Thank you, noted.
F2.0	Student Transportation	
F2.1	The WRDSB supports active transportation, and we ask that pedestrians be considered in the review of all development applications to ensure the enhancement of safety and connectivity. WRDSB staff are interested in engaging in a conversation with the Township and/or Region of Waterloo, and applicant to review the optimization of pedestrian access to municipal sidewalks so students may access school bus pick-up points.	We acknowledge this comment and agree in-principle. Efforts have been incorporated into the design of the plan of subdivision to provide for active transportation alternatives; sidewalks will be provided on both sides of the proposed streets consistent with Township of Wellesley Development Standards.
F2.2	Student Transportation Services of Waterloo Region (STSWR)'s school buses will not travel through privately owned or maintained right-of-ways to pick-up/drop-off students. Transported students will be required to meet the bus at a congregated bus pick-up point. STSWR may have additional comments about student pick-up point(s) placement on municipal right-of-ways.	Thank you, noted.
F3.0	WRDSB Draft Conditions	
F3.1	The WRDSB requests the following inclusions in the Conditions of Draft Approval:	
F3.2	That the Owner/Developer must agree in the Subdivision Agreement and/or Site Plan Agreement to notify all purchasers of residential units and/or renters of same, by inserting the following clauses in all offers of Purchase and Sale/Lease: a. "Despite the best efforts of the Waterloo Region District School Board (WRDSB), accommodation in nearby facilities may not be available for all anticipated students. You are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may, in future, be transferred to another school."	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
	b. For more information on which schools are currently serving this area, contact the WRDSB Planning Department at 519-570-0003 ext. 4419, or or email planning@wrdsb.ca . Information provided by any other source cannot be guaranteed to reflect current school assignment information.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
	c. "In order to limit risks, public school buses contracted by Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up and drop off students, and so bussed students will be required to meet the bus at a congregated bus pick-up point."	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
F3.3	That the Owner/Developer supply, erect and maintain a sign (at the Owner/Developer's expense and according to the WRDSB's specifications), near or affixed to the development sign, advising prospective residents about schools in the area and that prior to final approval, the Owner/Developer shall submit a photo of the sign for review and approval of the WRDSB.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
F3.4	Prior to final approval, the WRDSB advises in writing to the Approval Authority how the above condition(s) has/have been satisfied.	Acknowledged. This shall be addressed as a Condition of Draft Plan of Subdivision Approval.
F4.0	Other Comments	

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F4.1	Please be advised that any development on the subject lands is subject to the provisions of the WRDSB's Education Development Charges By-Law, 2021 or any successor thereof and may require the payment of Education Development Charges for these developments prior to issuance of a building permit.	Thank you, noted.
F4.2	The WRDSB requests to be circulated on any subsequent submissions on the subject lands and reserves the right to comment further on this application.	Thank you, noted.
G. Waterloo Catholic District School Board (May 4, 2022)		
G1	Based on [their] development circulation criteria [they] have the following comment(s)/condition(s):	Thank you, noted.
G1.1	That any Education Development Charges shall be collected prior to the issuance of a building permit(s).	Thank you, noted.
G1.2	That the developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the development sign advising prospective residents about schools in the area.	Thank you, noted.
G2	We would encourage the Township to consider sidewalk infrastructure on both sides of all roads to facilitate active transportation options.	Sidewalks will be provided on both sides of the street in keeping with the Township of Wellesley Development Standards.
H. Township of Wilmot Drainage Superintendent (May 16, 2022)		
H1	The Functional Servicing Report is missing reference to a significant piece of municipal infrastructure located in the southwest part of the proposed subdivision.	FSR has been updated to address and reference the Paff Drain and potential future works associated with this.
H2	The Paff Drainage Works crosses the southwest corner of the subdivision parcel.	Thank you, noted.
H3	The Paff Drainage Works was constructed under the Drainage Act under a 1967 Engineer's report which was adopted by Wilmot Township Bylaw 1261 on December 15, 1967.	Thank you, noted.
H4	There is an attached copy of the draft plan of subdivision to which the approximate location of the Paff Drainage Works has been added.	Thank you, noted.
H5	There is an attached copy of a 2000 aerial photograph to which the location of the Paff Drainage Works has been added. The approximate location of the drain is partially visible on the 2000 aerial photo. The aerial photography also indicates that the property was systematically tile drained at some point prior to 2000.	Thank you, noted.
H6	[The Drainage Superintendent] attached a copy of the Report and Plan and Profile Drawing for the Paff Drainage Works. The Paff Drainage Works is a subsurface tile drain - details for the drain are outlined on the plan and profile drawing and outlined in the Report	Thank you, noted.
H7	Paff Drainage Works on the Strohvest property will have to be abandoned of status under the Drainage Act.	Thank you, noted. An application under the Drainage Act has been submitted.
H8	Storm drain system for the subdivision will have to provide for, and accommodate the flows from, the agricultural watershed area on the west side of the subdivision with a subsurface drainage outlet equal to or greater than the outlet provided by the existing subsurface Paff Drain tile.	Thank you, noted. Please see the Revised FSR and Plans for further information on how the Paff Drain and external lands shall be accommodated.
H9	The Strohvest property is entitled to drain in to the Paff Drainage Works therefore the Strohvest property has a legal outlet for drainage.	Thank you, noted.
H10	The Paff Drainage Works will likely not provide adequate outlet for the SWM pond discharge. The base discharge from the SWM pond will likely exceed the capacity of the Paff Drainage Works tile. This will lead to a prolonged flow of water across the surface of the downstream agricultural land in Wilmot Township which will have a detrimental impact on the agricultural crops.	Thank you, noted. It is our understanding that the downstream Paff Drain drainage system will be upgraded such to accommodate the SWM pond discharge and improve downstream flooding of adjacent landowners, unrelated to this proposed development.
H11	The Developer should submit to Wellesley Township a request for improvement of the Paff Drainage Works under Section 78 of the Drainage Act.	A Section 78 application has been made and Draft Plans for the Paff Drain improvements have been initiated.
	A Section 78 report can provide for: <ul style="list-style-type: none"> •Adequate outlet downstream of Gerber Road •Abandon drain portions no longer required upstream of Gerber Road •Subsurface outlet for the farm land to the west of the subdivision •Updated schedule of assessment for maintenance to reflect the proposed new land use and increased watershed area in Wellesley Township 	Thank you, noted.
H12	A meeting was held between the proponents, Regional staff, Township of Wellesley staff and Township of Wilmot staff on May 17, 2022 to discuss the Township of Wilmot's request for a Transportation Impact Study (TIS) and to address concerns related to the potential impacts of the Draft Plan of Subdivision on the Paff Drainage Works.	Acknowledged. The TIS has been provided and subsequently an update TIS Memo dated June 7, 2024 to address and reflect the REVISED Draft Plan. For the Paff Drain a Section 78 application has been made and the Engineering Study for the Paff Drain improvements has been initiated.

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H12.1	Proponent is currently preparing the TIS as a follow up from the above-noted meeting, and is working with the Townships of Wilmot and Wellesley to complete drainage improvements. Regional comments on the TIS and drainage improvements will be provided at a later date once the TIS and drainage improvements are complete to the satisfaction of both Townships.	Thank you, noted.

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J.	Waterloo North Hydro (May 18, 2022)	
J1	Conditions of Services: WNH standard conditions in effect at the time of servicing will apply.	Thank you, noted.
J2	Existing System: WNH has 3-phase primary overhead distribution lines on Gerber Road. WNH also has single phase underground distribution lines that run on Lawrence Street. WNH intends to maintain the overhead and underground system on all abutting streets.	Thank you, noted.
J3	Relocation of Existing Facilities: Any relocation of existing WNH facilities, if possible, will be at 100% of the applicant's cost.	Thank you, noted.
J4	Expansion and Upgrade: If modifications or additions to WNH existing distribution system triggered by a subdivision development are necessary otherwise customer connections cannot be made, WNH will conduct an economic evaluation outlined in OEB Distribution System Code. Such expansion cost will be stated in a Subdivision Agreement between WNH and the Customer and shall be signed by both parties prior to construction.	Thank you, noted.
J5.0	Set Backs:	
J5.1	The proposed building(s) must be set back a minimum of 5.0m from all overhead primary conductors.	Thank you, noted.
J5.2	Decreased setbacks (if proposed) may necessitate the installation of non-combustible barrier walls between WNH padmount transformers and the housing unit as per the Ontario Electrical Safety Code, Section 26-014. This installation would be at 100% the developer's cost and may require a revised right of way cross section to facilitate the installation due to the proximity of the padmount transformer to the sidewalk.	Thank you, noted.
J6	Clearance: Any objects (crane, similar hoisting device, backhoe, power shovel or other vehicle or equipment) shall not be brought closer than 5 meters to an energized overhead conductor owned by WNH.	Thank you, noted.
J7.0	Access to Meters:	
J7.1	WNH requires a minimum 1.2 m (4') wide clear access in front of and around a meter location that is within 3 m (10') of the front corner of the building and is on the side of the lot where the service stub is located.	Thank you, noted.
J7.2	If less than 1.2m (4') is provided, a registered easement on the adjacent lot must be granted at no cost to WNH. If this access/easement cannot be provided, the meter must be placed on the front face of the house. For on-street townhouse blocks, ganged meter bases must be placed on the end units in accordance with WNH's final design.	Thank you, noted.
J8.0	Easements:	
J8.1	In a townhouse blocks subdivision if there is no public right-of-way, a blanket easement over all townhouse blocks is required by WNH in order to construct and maintain hydro owned facilities.	Thank you, noted.
J8.2	Whereas there is public right-of-way in a townhouse block subdivision, individual easement to ganged meter base is required. Easement shall be at no cost to WNH and be free of encumbrances, including fences and shall be granted to WNH prior to connection.	Thank you, noted.
J9.0	Road Widening:	
J9.1	The Township of Wellesley should review the pole locations in relation to any planned road widening. A larger building set back may be required to facilitate the relocation of WNH's poles.	Thank you, noted.
J10.0	Grading:	
J10.1	Any grading changes by the developer which will affect existing WNH facilities shall be reviewed and approved by WNH prior to starting any site grading.	Thank you, noted. Detailed Design plans shall be coordinated with Enova Power (formerly WNH)
J11.0	Landscaping:	
J11.1	The customer is to ensure any landscaping that will be within the vicinity of WNH infrastructure complies with the ESA Planting Under or Around Powerlines & Electrical Equipment guideline. WNH will not be responsible for any damage or removal of landscaping, bushes, etc within the access road.	Thank you, noted.
J12.0	Transformers: Transformers are to be installed in accordance with the ESA and WNH's Conditions of service such that:	
J12.1	a) Any part of the transformer, when mounted, is a minimum 6.0m from openings, doors or windows, and a minimum 3.0m from any combustible surface or materials including neighboring buildings and fences,	Thank you, noted.
J12.2	b) No obstacles, equipment, structures, etc. come within 2.0m of the concrete pad,	Thank you, noted.
J12.3	c) A minimum 3.0m clearance in front of the equipment access door(s),	Thank you, noted.
J12.4	d) With protective bollards near traffic areas,	Thank you, noted.
J12.5	e) With the top of the transformer pad 150mm above final grade,	Thank you, noted.

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J12.6	f) With the final grade sloped so that run-off does not collect around the transformer pad,	Thank you, noted.
J12.7	g) With an access road (driveway) that is clear of encroachments and capable of sustaining a maximum load of 25,000 kg.	Thank you, noted.
J12.8	h) With the transformer vault grounding grid installed within a grassed area. The grounding grid cannot be installed under asphalt, curbs, etc.	Thank you, noted.
J13.0	Next Steps:	
J13.1	WNH may conduct a high level hydro plan once receiving the 1st submission package. WNH will only start the detail engineering design upon the reception of the 2nd submission package.	Thank you, noted. We will coordinate detailed engineering design with Enova Power.
J13.2	Typical 13 weeks is required from the date of WNH receiving the 2nd submission package to the date of WNH issuing the subdivision agreement to Customer. Customer shall install road crossings as per WNH design and then install road base and curbs prior to start of hydro civil construction.	Thank you, noted.