



Date: August 20, 2024

To: Meagan Ferris – County of Wellington
Amanda Roger – Township of Guelph-Eramosa

From: Brandon Flewwelling – GSP Group Inc.

Re: Sixth Line Ariss – Application for Draft Plan of Subdivision & Zoning By-law
Amendment – Neighbourhood Comments Response Matrix

Further to the first submission comments provided in May 2024 we have worked closely with Township Staff and their consulting engineers to refine the initial submission and to address comments received.

The Draft Plan has been updated to reflect a request to provide a park block, amend the alignment of the new public street (adjust the curve in the road crossing the Kurtz Drain) and to redistribute the proposed residential lots.

Below is a response matrix addressing comments received from members of the public with respect to the proposed application.

| Comment | GSP Response |
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| Open Space Allocation: | |
| <p>As you are aware, the Robert Pilkington Open Space was added to our existing neighbourhood during the development process. When Ussher’s Creek was carefully developed, the Will-O Homes proposed Part lot 17 residential zoning did not exist. In fact, it was zoned as agricultural land without any application for residential lot severance at the time. The Robert Pilkington Open space is 0.75 of an acre and with the 15 homes in our newly completed subdivision (averaging 1.00 acre each), that allocated 5% of open</p> | <p>The Draft Plan of Subdivision proposed by Will-O Homes has been amended to include the provision of a park block. The park block provides an allocation of 5% of the Draft Plan Land area for park purposes.</p> <p>The park will be located at the end of the new local street and will be easily accessible for existing and new neighbourhood residents.</p> |

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| <p>space/parkette zoning. This area also houses the underground 50,000 litre fire truck replenishment tanks. It acts as a common ground within the neighbourhood, providing access to the Kissing Bridge Trailway not only for our newly completed subdivision of 15 homes, but also for the previously existing homes in the local Ariss community.</p> | |
| <p>The subject application has only allocated 0.07 hectares of open space (provisioned for a similar fire truck replenisher infrastructure). This converts to 0.17 of an acre and with 16 residential lots proposed to cover 6.67 hectares, that's only a 1% allowance for "open space" ($0.07 / 6.67 = 1\%$). That's 5 times less than our existing subdivision's allowance.</p> | <p>As noted above, a Park Block has been added to the Draft Plan.</p> |
| <p>Please consider requiring that the developer (Will-O Homes) accommodates a larger open space allowance than what is proposed. Adding their subdivision to the Robert Pilkington allocation, further dilutes the "green space" proportionality to the existing neighbourhood structure. This was never the intent previous to the 23T-23006 application and preceding residential severance of subject lands.</p> | <p>A Park Block has been provided.</p> |
| <p>Proposed "Street A" location is invasive to our privacy and security due to the location immediately adjacent to the northern ends of our backyards</p> | |
| <p>Lot 12 (46 Ariss Glen Drive) is unable to continue the existing 4.5ft tall wire farm fence across the Kurtz Municipal Drain to help maintain security and privacy once a road and open space (as per proposal) with public access is added to the north-</p> | <p>The property limits of Lot 12 (46 Ariss Glen Drive) do not change as a result of this application. The location of the new municipal road is situated along an existing unopened road allowance.</p> |

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| <p>west corner of the property line. To install the fence across the municipal drain/creek is not feasible due to the flow of water and volume that is supported by the drain in the spring and fall. The Kurtz Municipal drain facilitates over 1000 acres of farmland prior to merging at the back of 46 Ariss Glen Drive (northern corner) from 2 drains connecting at a substantially large T-junction.</p> | |
| <p>The site plan provided from GMBLuePlan (ref: grading plan 2, drawing #5) shows an existing farm fence location that does not exist on the 46 Ariss Glen Drive property line. This is highlighted with a red line in Annex 1. The yellow line shows where the existing 4.5ft wire farm fence is located. Our concern is that the public can walk in to our backyards without restriction, including the Kurtz Municipal Drain, where 46 Ariss Glen Drive owns the land to the other side of the creek/drain (east bank). This unauthorized public access would come from the proposed open space. We are requesting that the block #17 open space be relocated. If this is not possible, secured in a way that prevents access from the maintenance path around the underground fire truck tanks to our properties.</p> | <p>The relocation of Block 17 is not possible due to the alignment of the Kurtz Drain. During detailed design, we will work with the Township to identify opportunities to deter public access through Block 17. This could be in the form of fencing or landscaping as appropriate based on site constraints and the Kurtz Drain.</p> |
| <p>We also ask that "Street A" be moved further away from the back of our property lines where it is proposed on the west side of the Kurtz Municipal Drain. Please note that we are not concerned about the road location once it crosses on to the east side of the Kurtz Municipal Drain. We find the proposed location of this road a compromise to our privacy and properties</p> | <p>We have reviewed this comment and have looked at alternative alignments. To address this concern a wider right-of-way for the new proposed Municipal Street has been proposed west of the Kurtz Drain.</p> <p>The increased right-of-way is intended to allow sufficient spaces for landscaping and grading to provide a natural</p> |

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| <p>security. We already have a road in front of our houses and would like to kindly request not to have one behind us as well. Please consider moving Street A to the northern end of the proposed subdivision - specifically the street that is west of the Kurtz Municipal Drain. As a suggestion, please consider moving Street A to the location roughly outlined in red as seen in Annex 2. As an alternative to this, which may be more desirable for the developer and require less road infrastructure, please consider removing the turning circle on Street A and have 2 lots back on to the Kissing Bridge Trail from the Ariss Glen Drive extension (outlined in a blue property boundary – Annex 3). Ariss Glen Drive would continue on as Street A, or there would be a 2 way stop where Street A would continue eastbound to 6th Line. These 2 proposed lots that back on to the Kissing Bridge Trail would be deemed highly desirable from a potential homeowner’s perspective since the trail is lined with mature 50-70ft White spruce and Scott’s pines all along the railway’s property limits. Please refer to Annex 3 as an alternative to Annex 2. Furthermore, moving Street A to the north end of the proposed subdivision (while west of the Kurtz Municipal Drain) would allow for the existing drain branch to assist in water runoff draining on the road’s north end. Thus leading to one less drainage swale required for the road’s development. Perhaps a guardrail is all that is needed, if at all.</p> | <p>landscape buffer between the existing homes and the new road. The right-of-way has been increased by 5 metres to provide a total right-of-way width of 25m in this location.</p> <p>Further, a new municipal park block has been proposed at the end of the cul-de-sac.</p> |
| <p>The existing trees that are located in the current township "travelled road" (40ft width zoning allocation) provide privacy.</p> | <p>Final detailed design will determine if any of the existing trees within the existing road allowance can be maintained. As</p> |

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| <p>Please consider retaining these trees, or as many as possible in the block of land designated by the travelled road allotment from the Kissing Bridge Trail to the Kurtz Municipal Drain. This area is highlighted by a red box in Annex 4. Not only do they provide privacy, they also provide beauty for us and any future homeowners in the new subdivision to enjoy. If at all possible, this area would represent roughly 5% of the proposed subdivision as "open space" if it is able to be retained or restructured in this location. It would also act as a buffer between subdivisions. If this area simply cannot be retained as an open space, please consider having residential lots back on to our property line so that we don't have the privacy issue of the Street A proposal. At which point the Township "travelled road" allowance that exists at this time would be assumed as part of the developer's residential lots.</p> | <p>noted an increased right-of-way width of 25 m is proposed west of the Kurtz Drain with the intention to landscape the south side of the new street into a natural vegetated buffer.</p> |
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The newly relocated drain (summer 2022) on proposed subdivision property does not conform to the design on the existing Kurtz Municipal Drain that is downstream of the proposed subdivision

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| <p>Granite Homes was required to design a lower cut "meandering" stream in the bottom of the Kurtz Municipal Drain to facilitate water fowl, fish, habitat etc. as well as slow down the flow of water during high water events. This current design is highlighted by a blue line in Annex 5. A significant number of trees and shrubs were also planted throughout the drain in our subdivision (specifically on the upper banks) in order to prevent erosion and enhance beautification. The branch reconstruction that occurred during the summer of 2022 did not follow the same</p> | <p>The Kurtz Drain relocation and improvements were designed and built in accordance with the approved plans. The Township's Drainage Engineer RJ Burnside provided construction oversight and issued final sign-off on the completed works on September 28, 2023.</p> |
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| <p>considerations. The drains were dug and grass seed was sprayed along with some rip-wrap for erosion control and nothing else. As a result of not having the lower cut "meandering" stream, the water flow rushes to the original connection of the Kurtz Municipal Drain and overwhelms the downstream design. A significant amount of silt and runoff has been deposited in the T-junction of the branch that was widened to the east of the Kurtz Municipal Drain. This has led to unintended ponding that sits all summer and does not drain downstream, thus leading to permanent ponding/standing water during the dry seasons. There were no trees and shrubs planted in the branch reconstruction, therefore we are requesting that this be considered to follow downstream convention. It currently resembles a concrete aqueduct, but with grass, much like is found in a major metro area and is, frankly, visually unappealing in a setting such as our neighbourhood. We request that you add a "meandering" lower cut stream as outlined with a green line at Annex 5, along with adding trees and shrubs similar to the existing downstream infrastructure.</p> | |
| <p>Construction access restrictions during development</p> | |
| <p>Please prohibit construction access to the proposed subdivision via Ariss Glen Drive. The road was recently assumed by the township with a final asphalt layer 2 years ago. The subdivision approval should stipulate where construction access should enter and exit from 6th Line via Street A</p> | <p>Comment noted. The Township will provide guidance and a Draft Plan Condition stipulating the routing of construction access. We agree it should be provided from Sixth Line.</p> |

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| <p>Our subdivision has over 12 children under the age of 12, if contractors and dump trucks were able to access Ariss Glen drive, not only would this be hazardous to the children playing on the street, it would cause damage to the road as well as cause significant dust, mud and debris.</p> | <p>Comment noted. Construction access should be restricted to Sixth Line.</p> |
| <p>If possible, please consider constructing a temporary road barrier or limit connecting the end of Ariss Glen Drive to Street A in order to prevent access until the new subdivision is assumed by the Township. We ask this because contractors have been known to ignore signs or rules, that was evident during our own subdivision construction process.</p> | <p>Comment noted. This detail can be reviewed with the Township prior to any site works commencing.</p> |
| <p>Lighting Concerns</p> | |
| <p>We would like to be included in the planning process for street lighting. The location of which side of the street the lamp posts are located on will impact our backyard privacy and neighbourhood light pollution. We would rather not look at direct lighting, so if lamp posts can be located appropriately (aimed away from our backyards and towards the front of the new homes) that would be ideal for all parties.</p> | <p>Comment noted. Street lighting plans will be reviewed as part of detailed design approvals. The street lighting will be provided based on the applicable municipal standards.</p> |
| <p>With the current Street A proposal, there is a considerable amount of undesirable car light disruption in to the back of not only our properties, but as well as our neighbours at lots 9-10. The property at lot 10 will be directly impacted by car headlights after a vehicle passes over the</p> | <p>Comment noted. As noted previously an increased right-of-way width of 25m is proposed west of the Kurtz Drain. The increase width is to accommodate landscaping to provide buffering. The final details of the landscaping have not been prepared at this time, however a mixture</p> |

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| <p>bridge, westbound. These lights will directly light up the back of their home. Secondly, the neighbours at lot 9 will have headlights routinely invading the rear of their property once turning counter-clockwise around the proposed turning circle at the end of Street A.</p> | <p>of plant species and planting locations can be reviewed to assist with buffering.</p> |
| <p>The proposed subdivision lot layout would cause vehicles backing in to and pulling out of the proposed driveways to aim their lights directly in to the back of our homes. Specifically, lots 2, 3, 5, 6, and 7 would have driveways aligned directly in to the back of our existing homes. Without following a traditional means of ensuring residences back on to other residences, this leads to an undesirable critical design flaw and loss of privacy and preventable disruption during nightfall on our behalf. This will significantly reduce the current standard of our backyard enjoyment, property security, and property value.</p> <p>Please reconsider the layout of Street A if non-other than for this specific purpose. Furthermore, from the new development future homeowner’s standpoint, it is not desirable for any person to pull out of their driveway and be shining headlights on a neighbour while they enjoy the serenity of their backyard in the evening.</p> | <p>Landscaping is proposed along the south side of the municipal right-of-way. Details of this landscaping are to be provided through detailed design.</p> <p>Coniferous species can be considered and reviewed with Township staff to assist with providing a visual buffer to lighting concerns.</p> |
| <p>Developer groundskeeping before Township assumes</p> | |
| <p>Please require that the developer regularly maintains the grass of any open spaces during the development of the subdivision. This was routinely an issue with our builder prior to the open space</p> | <p>Comment noted.</p> |

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| being designated as the Robert Pilkington Park. | |
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Yours truly,

GSP Group Inc.



Brandon Flewwelling, MCIP, RPP
Development Planning Manager

cc. Kevin Smith – Will-O Homes