

June 15, 2018

File No: 17133

City of Guelph
Planning, Urban Design and Building Services
200 King Street
Kitchener, ON
N2G 4G7

Attn: Katie Nasswetter, Senior Planner

Dear Katie:

**Re: 120 Huron Street
Zoning By-law Amendment Application ZC1709
Response to Post-Circulation Comments**

GSP Group is planning consultant to the owner of 120 Huron Street ("the Site") with respect to application ZC17009 (the "Subject Application") that was submitted in November, 2017. We received your post circulation comments in late April. The purpose of this letter is to provide a response to the post-circulation comments, including urban design comments.

1.0 Update to Design

We met with you and David DeGroot regarding the Urban Design Comments on March 5, 2018 and have reviewed the Urban Design comments dated March 8, 2018. Since that time, the development concept has been refined to respond to these comments. A copy of the updated Master Plan is attached hereto, including a preliminary Huron Street streetscape section as requested by staff. The key changes to the design concept from the initial October 5, 2017 concept are as follows:

- 1) The parking area that was previously located east of Building A has been replaced with a landscape open space area.
- 2) The setbacks of the townhouses located along Huron Street have been increased from 4.5 metres (minimum) to 6.0 metres (minimum).
- 3) The walkways to the entrances of the townhouses along Huron Street have been consolidated. This, coupled with the increased front yard setbacks provide more planting space in this yard to support a front lawn condition with trees.
- 4) The layout of the easterly portion of the Site has been reconfigured to provide a looped internal private road and contiguous fire route.
- 5) Parking has shifted westerly and abuts the lot line shared with the rail line.

- 6) The parking area adjacent the existing building has shifted westerly (closer to the railway). An amenity area approximately 123 sq m in size has been introduced along the north edge of the existing building.
- 7) A centralized landscaped area between the north and south portions of the Site has been introduced.
- 8) The setback to the parking area west of Building A from Alice Street is proposed to be reduced from 3.45 metres to 0.69 metres from the post-widening lot line.
- 9) The size, typology and mix of townhouse buildings has changed. There are now 10 townhouse buildings whereas previously there were 9. The buildings are now 6 units wide at the longest whereas in the previous design there were buildings with 8 unit widths. There are now fewer cluster townhouses and more stacked townhouses. The total number of townhouse units decreased from 96 units to 90 units.
- 10) The configuration of the new townhouse buildings has an internal pedestrian-oriented courtyard condition with a linked pedestrian walkway running east-west whereas the previous design had a rear yard condition between facing townhouses.
- 11) There are walkways on both sides of the westerly driveway access from Huron Street
- 12) An east-west walkway from Building A to the new landscaped area has been added through pedestrian refuge islands in the parking area.
- 13) Line painting for parallel parking is proposed along Huron Street.

The updated design plan is still subject to refinement through the Site Plan Review and approvals process.

2.0 Update to Zoning By-law Amendment Request

Based on the forgoing changes to the conceptual design of the Site, a few modifications to the site-specific Zoning By-law requested through the Subject Application are needed. We also reviewed and considered the comments of Zoning Services staff dated January 10, 2018. We agree with Zoning staff that the R.4D zone with specialized regulations could also be an option for the Site. We are open to working with staff on either zone category.

Assuming that we move forward with an R.4A zone, the revised conceptual design of the Site complies with many aspects of the R.4A Zone. These aspects of the R.4A are not subject to change and will therefore apply to the Site. There are a few specialized provisions required, though they differ from the specialized regulations requested in the November, 2017 application. Table 1 below is a summary of the regulations that require specialized regulations for the Site with a comparison of what was requested as part of the Subject Application submitted in November, 2017. A copy of the draft proposed Zoning By-law is attached.

Table 1: Summary of Specialized Regulations- R.4A Zone, Application and Current Request

R.4A Zone Regulations			November, 2017 Application	June, 2018 Draft Zoning By-law
N/A			-	That all applicable regulations be applied relevant to the entire lot as it existed on the date of passing of this By-law.
5.4.1.1	Permitted Uses	Apartment Building	Add Cluster Townhouse and Stacked Townhouse	Add Cluster Townhouse, Stacked Townhouse and Multiple Attached Dwelling
Table 5.4.2	Minimum Front Yard	6.0 m	2.0 m to apartment building	Deem the front yard setback of the existing building to comply
Table 5.4.2	Minimum Exterior Side Yard	6.0 m	4.5 m	6.0 m
5.4.2.1 and Table 5.4.2	Minimum Side Yard	½ building height or 3 m (unless habitable room in which case minimum 7.5 m)	5.0 m to townhouses	½ building height or 3 m (unless habitable room in which case minimum 7.5 m)
Table 5.4.2	Minimum Rear Yard	20% of Lot Depth or ½ building height or 7.5m	-	5.0 m to townhouses or multiple attached dwellings
Table 4.7 Row 3	Maximum Permitted Projection of Open, Roofed Porch into Exterior Side Yard	2.4 m	-	3.0 m
4.13.2.2	Minimum Setback to parking	3 m	-	0.0 m to the side lot line where it abuts the railway; 0.6 metres from Alice Street street line

R.4A Zone Regulations			November, 2017 Application	June, 2018 Draft Zoning By-law
5.4.2.2	Minimum Distance Between Buildings	½ building height of the two facing buildings or 15 m	-	3 m between the interior side faces of adjacent townhouse and/or multiple attached dwelling buildings
5.4.2.4.1	Minimum Common Amenity Area	30 sq.m. per unit for first 20 apartment units + 20 sq. m. per unit for apartment units over 20	1,807 sq. m.	R.4A requirement for apartments; and 0 sq. m. per unit for first 20 townhouse or multiple attached dwelling units + 10 sq. m. per unit for townhouse or multiple attached dwelling units over 20
5.4.2.4.2	Shape of Amenity Area	Length shall not exceed 4x the width	-	Length may exceed 4x the width
Table 5.4.2	Maximum Floor Space Ratio	1.0	-	1.1
Table 5.4.2	Maximum Building Height	8 storeys	-	4 storeys
N/A			-	That townhouse or multiple attached dwelling units located with frontage on Huron Street have building entrances along their west (Huron Street) elevation.

3.0 Planning Justification

A few key changes from the initial submission have been made. The following provides a justification for each of these changes.

3.1 Regulations to be applied to entire Site

A new regulation has been introduced to clarify that regulations applicable to the Site are to be applied with respect to the lot as it exists today. This regulation is needed because it is expected that at some point in the future a severance application will occur to create separate parcels for the apartment building and the townhouse development. Condominium applications may also occur. Notwithstanding this, the Site will be an integrated development with many shared amenity spaces, accesses and services. The purpose of the special regulation is to consider the Site as a whole and not to apply the specialized zone on each resulting parcel. In the absence of this provision if/when the severance or registration of plan of condominium occurs many aspects of the Zoning By-law would need to be varied/adjusted because (depending on the location of the new lot line) the density, setbacks, parking of the resulting parcels may not comply to the regulations.

The request is justified because it would alleviate a redundant planning approval process. Further, the regulations proposed (including density, yards, parking) have been drafted and justified considering the overall master plan as one. The purpose of the specialized yard setback regulations proposed is to regulate how the development relates to adjacent properties and the public realm; not to regulate how it relates to the future lot lines created internal to the Site.

3.2 Add Multiple Attached Dwelling as a Permitted Use

In addition to requesting that cluster townhouses and stacked townhouses be added as permitted uses, the enclosed draft By-law requests to introduce Multiple Attached Dwelling as a permitted use. The purpose of this request is to allow for a back-to-back townhouse configuration.

The request to broaden the range of uses to include back-to-back townhouses is appropriate considering the mix and scale of other uses contemplated for the Site. The requested Multiple Attached Dwelling Use would be subject to the same regulations as townhouse uses, as detailed below.

3.3 Location of Existing Building

The previously requested site-specific front yard setback regulation has been replaced with a special regulation that deems the location of the existing building to comply to the front yard regulation. This regulation is needed because the location of the existing building does not comply to the existing front yard regulation of the R4.A zone.

The purpose is to recognize the existing legal non-conforming location of the building. The effect of the regulation would not apply to any new building; new buildings would be subject to the specialized regulations of the Zone.

The request is justified because it pertains only to the siting of the existing building.

3.4 Rear Yard

In the first submission a 5.0 metre side yard setback to cluster townhouse buildings was requested. This was based on the siting of the townhouses in relation to the south, curved, property line in the initial development concept. It is our understanding that that lot line is by definition the rear lot line. Therefore, a similar 5.0 metre rear yard setback to townhouse building is being requested at this time.

The request corrects an error made in the initial application. The basis and justification for the request remain the same.

3.5 Permitted Projection of Open, Roofed Porch into Exterior Side Yard

In the first submission a 4.5 metre yard setback from Huron Street was requested. In response to comments the design has changed such that the setback of townhouses in relation to Huron Street now complies with the 6.0 m exterior side yard setback requirement. The resulting interface is a front yard condition with landscaped front lawns, front porches and room for trees along the street edge.

However, the porches are designed to project 3.0 metres from the face of the building. As such, a new specialized regulation pertaining to projection of open, roofed porches into required the required exterior side (Huron Street) yard is proposed. The regulation requests to permit 3.0 m projection into the required 6.0 metre yard, whereas regulation 4.7.1, particularly Table 4.7, Row 3 permits would permit projection of up to 2.4 m for such features.

The request to increase the permitted projection by 0.6 metres is justified to allow for the proposed front yard condition with projecting porches along the Huron Street edge of the Site.

3.6 Setbacks to Parking

As a result of the redesign the parking stalls are located closer to the bounding east (side) lot line and the north (Alice Street) lot line. A new specialized provision is introduced to permit a 0.0 metre setback from the side lot line abutting the railway and 0.6 metres from the Alice Street lot line.

The request is justified because it allows for an efficient parking configuration as shown in the master plan, with adequate and appropriately located visitor parking for the apartment building and the townhouses. The reduced setback to the railway is appropriate considering that there is not a need to buffer between parking and that land use. The reduced setback to Alice Street is appropriate considering that a 5.0 metre road widening will be dedicated to the

City of Guelph from 2 metres east of the building in this location. Within the road widening there is room for landscaped buffering of the surface parking area, especially considering that the sidewalk and roadway are not likely to shift further south in this area given the fixed position of the existing building.

3.7 Setbacks between Buildings

A new specialized regulation pertaining to separation between buildings is proposed. The regulation requests to permit 3.0 m spacing between the interior side faces of adjacent townhouse or multiple attached dwelling buildings whereas regulation 5.4.2.2 would require the separation to be a minimum of $\frac{1}{2}$ building height of the two facing buildings or 15 m.

The request is justified because it is based on the standard side yard setback required for townhouses as set out in the R.3 Zones that are intended to regulate townhouse development. Regulation 5.4.2.2 which requires separation based on building height or 15 metres is more appropriately imposed with respect to apartment buildings, the land use for which it was intended to apply.

3.8 Common Amenity Space

The previously requested specialized regulation pertaining to the amount of common amenity space has been amended to be based on the number and type of residential units. A new provision pertaining to the shape of common amenity space is also proposed.

The purpose of the requested regulation pertaining to the amount of common amenity is to calculate the amount of common amenity space that would be required with consideration for the mix of land uses. The revised approach is justified because it is scalable and would be adjusted based on the ultimate number of units approved through the Site Plan process. The specific rate proposed for townhouses and multiple attached dwellings is similar to the rates in the R.3A Zone for townhouse uses.

The regulation amends regulation 5.4.2.4.1 of the R.4A Zone which is intended only for apartment buildings. The amount required is proposed to be adjusted to provide a separate calculation for townhouse/ multiple attached dwelling uses. The calculations below reflect the amount of common amenity space that would be required for the June, 2018 concept based on the recommended regulations. The June, 2018 concept has 2,771 sq. m. of amenity space and would therefore comply with the requested regulation.

Required Common Amenity Space for Apartment: 30 sq. m. per unit x 20 units + 20 sq. m. per unit x 66 units = 1,920 sq. m.

Required Common Amenity Space for Townhouses: 0 sq. m. per unit x 20 units + 10 sq. m. per unit x 70 units = 700 sq. m.

Combined Total Required Common Amenity Space: 2,620 sq. m.

The regulation that pertains to the shape of the common amenity space is being requested to recognize the common amenity space located interior to the Site which is linear in its configuration.

The request is justified because the linear space shown in the revised concept plan is planned to function as a shared common amenity space for the apartment building and the townhouses. Pedestrian connections to this space are provided from both the townhouses and the apartment building use. The space also serves to break up the surface parking area and provide an aesthetically pleasing condition across from the adjacent townhouses.

3.9 Building Height

A new specialized regulation limiting the building height to four storeys is proposed. It has been introduced to clarify that the purpose of the Zoning By-law Amendment application is not to permit midrise development but rather to facilitate the adaptive reuse of the existing building and permit lower scaled development on the balance of the Site.

3.10 Maximum Floor Space Ratio

A new request to increase the maximum Floor Space Ratio from 1.0 in the R.4A Zone to 1.1. This request is needed to provide necessary flexibility through the detailed design of the site. The increase represents 2,470 sq m of potential additional gross floor area.

It would permit more gross floor area on the Site. This is appropriate considering that the existing building has 7,378 square metres of gross floor area, which represents approximately 0.3 of the permissible FSR. The balance of the site therefore would have 0.8 FSR.

The maximum building height and maximum FSR requests are justified because they together restrict the scale of development to a lowrise scale, as has been shown in the development concept. No angular plane issues are anticipated with building heights restricted to four storeys. Further, the FSR is appropriate for this infill Site, considering that a portion of the permissible density is already developed within the existing building.

3.11 Building Entrances to Huron Street

In the revised draft Zoning By-law a new regulation has been proposed that would require townhouses or multiple attached dwellings located along the Huron Street frontage of the Site to have entrances oriented to Huron Street. This regulation has been added in response to Urban Design staff comments. It is justified because it can support animation along the street edge and promote eyes on the street.

4.0 Response to urban design and other technical comments

Attached herein is a conceptual landscape plan, preliminary section of Huron Street and revised preliminary stacked townhouse elevation. These items have been prepared to respond to the input from Urban Design staff provided March 7, 2018. These design details are preliminary and are being provided to show the intent with respect to landscaping and building design.

With respect to landscape design, the concept has emphasized the importance of Huron Street edge of the development, including a new common amenity green space along Huron Street which is a landscape focal point near the corner of Alice Street and Huron Street. The landscape concept and section show the 'front yard' condition proposed along the Huron Street frontage with regularly spaced walkways, front entrances, lawns and deciduous trees along the street edge. It also identifies the potential for tree planting within the other amenity spaces, including the linear amenity space (which breaks up the surface parking area and soften the interface of the townhouses facing this space). The landscape plan also shows the delineation of pedestrian walkways through the Site, including logical connections to amenity areas on-site and links to the bounding public sidewalks at the site access points.

With respect to the architectural design, the conceptual elevation shows a high proportion of openings and animation along the front elevation, including landscaped front yard conditions and connections to the front doors. The architectural expression of the townhouses (including the colours, materials and roofline) of this concept are meant to have an industrial character per the suggestion of Urban Design staff, without replicating the characteristics of the existing factory building. These concepts will be more fully developed and will be refined through the subsequent Site Plan approval process.

Also attached herein is a response letter from Paradigm Transportation Solutions Ltd. in response to the comments from Transportation Services staff dated January 24, 2018 and received in late April. A response letter from GM Blue Plan is also attached which responds to the comments from Engineering and Capital Infrastructure Services staff dated April 20, 2018.

Many of the technical details can be further considered and finalized prior to development. We look forward to working with staff to confirm the detailed aspects of the design at that stage of planning approvals.

5.0 Conclusion

We trust that the summary and planning analysis herein and enclosed materials address all comments received through the circulation process. We are optimistic that staff will be able to support the revised request and prepare a report for consideration by Council at a meeting in September. Please do not hesitate to contact us if we can provide any further information to assist with preparing your staff report.

Yours truly,

GSP Group Inc.

A handwritten signature in blue ink that reads "Chris Pidgeon". The signature is stylized with a large "C" and "P".

Chris Pidgeon, MCIP, RPP

c.c. Mitch Fasken
Zac Zehr

Enclosures (7)

A handwritten signature in blue ink that reads "Heather Price". The signature is written in a cursive style.

Heather Price, MCIP, RPP

THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2017)-XXXXX

A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects property known municipally as 120-122 Huron Road and legally described as Part of Lots 1 and 2, Range 2, Division “F” and Part 1 of 61R-4274, City of Guelph (File ____).

WHEREAS Section 34(1) of The Planning Act, R.S.O. 1990, c.P.13 authorizes the Council of a Municipality to enact Zoning By-laws;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF GUELPH ENACTS AS FOLLOWS:

1. By-law Number (1995)-14864, as amended, is hereby further amended by transferring property described as Part of Lots 1 and 2, Range 2, Division F and Part 1 of 61R-4274, City of Guelph, from the B.4-1 (Specialized Industrial) Zone to the R.4A-__ (Specialized Residential Apartment) Zone to implement a residential development.
2. Section 5.4.3.1 of By-law Number (1995)-14864, is hereby further amended by adding new subsection 5.4.3.1.50 as follows:

5.4.3.1.50 **R.4A-**
120-122 Huron Street
As shown on Defined Area Map Number 46 of Schedule “A” of this By-law.

5.4.3.1.__.1 **Lot Lines**
Internal lot lines created by a registration of a plan of condominium or consent shall not be construed to be lot lines for the purpose of zoning regulations provided that all applicable regulations of By-law Number (1995)-14864 as amended relative to the whole lot and its external lot lines, existing as of the date of this by-law are observed.

5.4.3.1. .2 **Permitted Uses**
In accordance with Section 5.4.1.1 of By-law Number (1995)-14864 as amended, plus:

- Stacked Townhouse
- Cluster Townhouse
- Multiple Attached Dwelling

5.4.3.1.__.3 **Existing Building**
A building existing on the date of this by-law is deemed to comply to all applicable height, yard and setback regulations of By-law Number (1995)-14864.

5.4.3.1.__.4 **Minimum Rear Yard**
5.0 metres to Townhouses or Multiple Attached Dwellings

5.4.3.1.__.5 **Permitted Open Balcony Projection into Exterior Side Yard**
Notwithstanding Table 4.7 Row 3 an Open, Roofed Porch may be permitted to project into the required Exterior Side Yard 3.0 metres.

5.4.3.1. .6 **Minimum Setback to Parking**

Notwithstanding Section 4.13.2.2, the following setbacks to parking shall apply:

- 3.0 metres to Rear Lot Line and Huron Street Street Line;
- 0.0 metres to Side Lot Line; and
- 0.6 metres to Alice Street Street Line.

5.4.3.1. .7 **Separation Between Buildings**

- The distance between a Building containing Apartment Building and another Building shall in no case be less than 15 metres;
- The distance between the front, exterior side and rear face of one Townhouse or Multiple Attached Dwelling Building and the front, exterior side and rear face of another Townhouse or Multiple Attached Dwelling Building shall in no case be less than 15 metres; and
- The distance between the interior side face of one Townhouse or Multiple Attached Dwelling Building and the interior side face of another Townhouse or Multiple Attached Dwelling Building shall in no case be less than 3.0 metres.

5.4.3.1. .8 **Common Amenity Area**

Notwithstanding Sections 5.4.2.4.1 and 5.4.2.4.2, the following shall apply:

- An amount not less than 30 m2 per dwelling unit for each Apartment Building unit up to 20. For each additional Apartment Building unit, not less than 20 m2 of Common Amenity Area shall be provided.
- 0 sq. m. per dwelling unit for each Townhouse or Multiple Attached Dwelling unit up to 20. For each additional Townhouse or Multiple Attached Dwelling unit, not less than 10 m2 of Common Amenity Area shall be provided.
- The Common Amenity Area shall be aggregated into areas of not less than 50 m2.
- Amenity Areas may be designed and located so that the length exceed 4 times the width.

5.4.3.1. .9 **Maximum Building Height**

4 Storeys

5.4.3.1. .10 **Maximum Floor Space Ratio**

1.1

5.4.3.1. .11 **Building Entrances**

Townhouse or Multiple Attached Dwelling Buildings located along the Exterior Lot Line shall provide building entrances on the exterior building face.

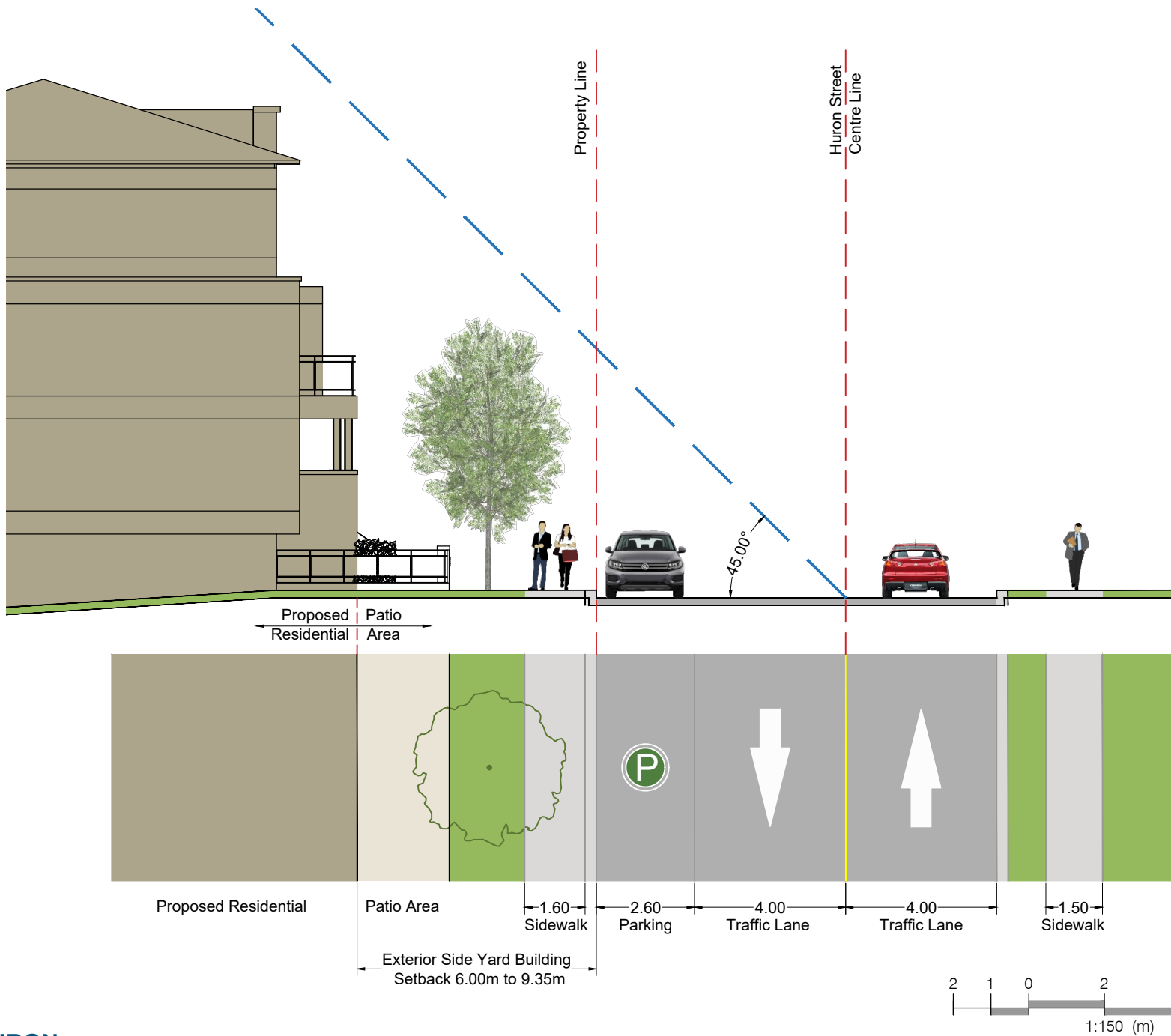
3. Schedule “A” of By-law Number (1995)-14864, as amended, is hereby further amended by deleting Defined Area Map 46 and substituting therefore new Defined Area Map 46 attached hereto as Schedule “A”.
4. Where notice of this by-law is given in accordance with the Planning Act, and where no notice of objection has been filed within the time prescribed by the regulations, this by-law shall come into effect. Notwithstanding the above, where notice of objection has been filed

within the time prescribed by the regulations, no part of this by-law shall come into effect until all of such appeals have been finally disposed of by the Ontario Municipal Board.

PASSED this _____ day of _____, 20__

CAM GUTHRIE – MAYOR

STEPHEN O’BRIEN – CITY CLERK



120 HURON
PROPOSED STREETSCAPE SECTION
120-122 HURON STREET GUELPH, ON.

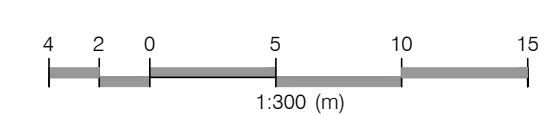
Scale 1:150 (8.5x11 PLOT) | June 13, 2018 | Project No.: 17133 | Drawn By: JW



LEGEND

- DECIDUOUS TREES
- SMALL DECIDUOUS TREES
- CONIFEROUS TREES
- SOD
- CONCRETE PAVING
- PAVING
- PLAYGROUND SURFACING
- BIKE RACK
- PROPERTY LINE
- SETBACK LINE
- PROPOSED FENCE

120 HURON LANDSCAPE PLAN CONCEPT 120-122 HURON STREET GUELPH, ON.



Scale 1:250 (24x36 PLOT) | June 13, 2018 | Project No.: 17133 | Drawn By: JW





June 12, 2018
Our File: 417047

City of Guelph
Infrastructure, Development & Environmental Engineering
Engineering and Capital Infrastructure Services
1 Carden Street – City Hall
Guelph, ON N1H 3A1

Attention: Shopdan Daniel
Engineering Technologist III

Re: 120-122 Huron Street
Zoning By-law Amendment Application (ZC1709)
Response Letter

Dear Mr. Daniel,

In response to the comments received on April 20, 2018 regarding the Zoning By-law Amendment Application for 120-122 Huron Street, we offer the following responses for your review and consideration:

Road Infrastructure:

Comment: The subject property is located at the intersection of Alice Street and Huron Street (120 Huron Street), as per the City's Official Plan the ultimate right-of-way width on Alice Street is 15 metres, a road widening of 5 metres is required between Morris Street and Huron Street. Since the existing building will not be removed / demolished, a full road widening will not be required along Alice Street. However, a road widening will be required for the lands located east of the existing building to the easterly property line (as shown on the site plan drawing). In addition, a 0.3 metre reserve will be required.

Response: *Acknowledged. To be addressed by GSP Planning Consultants under separate cover.*

Traffic Calming:

Comment: The development is situated in St. Patrick's Ward where local residents have long voiced their concerns over traffic speed and infiltrating traffic cutting through their neighborhood. Given the size of the development, we require the consultant to analyze whether traffic calming measures are required to address these concerns due to increased traffic on adjacent streets, including all streets identified in the study area and Manitoba Street.

Response: *Acknowledged. To be addressed by Paradigm Transportation Solutions under separate cover.*

Sightline Analysis:

Comment: The Traffic Impact Study does not include sightline analysis at access points. As per Terms of Reference.

Response: *Acknowledged. To be addressed by Paradigm Transportation Solutions under separate cover.*

TDM:

Comment: TDM related comments are as follows:

1. The report does not recognize that dedicated bike lanes already exist on Elizabeth Street, York Road and Stevenson Street. (Page 3)
2. Staff support the unbundling of parking from the units at the time of purchase or rental. (Page 30)
3. The section on Transit Support does not propose any specific measures. Preference is to propose an action for the developer to take, such as offering complimentary bus passes to first occupants for the first 1-12 months. (Page 31)
4. There are some calculation errors of bike parking in the report and on the Site Access & Traffic Control Plan. The numbers should be corrected and confirmed at the site plan review stage. (Page 31)
5. Please note Community CarShare Co-operative is being acquired by Virtue Transportation Systems, a for-profit carshare service provider. They will also be maintaining operations in Guelph. (Page 32)
6. The Traffic Impact Study does not recommend any changes to parking supply which could support or encourage vehicular trip reduction. It is helpful to recommend considering a reduction to the minimum parking, supported by a Parking Justification Report.

Response: *Acknowledged. To be addressed by Paradigm Transportation Solutions under separate cover.*

Municipal Services

Comment: Existing services are available on Huron Street and Alice Street. If you require plan and profile drawings please contact the undersigned. The existing building is currently serviced from Alice Street.

Response: *Acknowledged.*

Water Supply and Distribution System

Comment: Sufficient (and adequate) capacity is available of the City's existing water supply and distribution system water main pressures, in our system to accommodate the development, for the referenced type development, for the referenced subdivision at the above noted property, for the above noted proposed development (and no water capacity constraints), can be expected for most scenarios according to the City's InfoWater water model. However, there is potential for marginal water supply pressures in proposed development under certain conditions such as peak hour demand scenario at locations with elevation greater than 347 m height above mean sea level (AMSL) and average day demand scenario at locations with elevation greater than 340 m height AMSL in the existing water system.

Response: *Acknowledged.*

Comment: Water pressure in the water mains in vicinity of proposed development under certain conditions such as peak hour demand scenario at locations with elevation at 347 m height above mean sea level (AMSL) could range from 38.0 to 42.0 psi (40 psi +/- 2.0 psi) and average day demand scenario at locations with elevation at 340 m height AMSL could range from 47.5 to 52.5 psi (50 psi +/- 2.5 psi) in the existing water system.

Response: *Acknowledged.*

Comment: The referenced development would have no significant adverse impact to the City's water supply and distribution system according to the City's InfoWater water model.

Response: *Acknowledged.*

Comment : Minimum water service size should be 25 mm for residential and all other services sized appropriately for demand based on potentially low pressures.

Response: *Acknowledged. As part of the Site Plan Approval process, the water service size for the development will be confirmed.*

Sanitary Sewer Wastewater Collection System

Comment: Sufficient (and adequate) capacity is available in the existing sanitary sewer adjacent to the above noted site, and of the downstream sanitary sewers, to accommodate discharge of sanitary flows, in our system to accommodate the development, for the referenced type development at the above noted property, for the above noted proposed development, including existing loads (and no sanitary capacity constraints), according to the City's wastewater collection system sanitary sewer model.

Response: *Acknowledged.*

Comment : The referenced development would have no significant adverse impact to the downstream sanitary sewers according to the City's wastewater collection system sanitary sewer model.

Response: *Acknowledged.*

Storm Water Management:

Comment: The preliminary stormwater management design for the site is acceptable. We encourage the engineer to incorporate additional LID techniques in the overall design of the stormwater management. The stormwater management will be further examined and comments will be provided once the stormwater management design has been finalized for site plan. A grading, erosion / sedimentation control and detailed servicing plan shall be submitted for review and approval as part of the site plan application.

Response: *As discussed, the opportunities for the implementation of LID techniques as part of the stormwater management system for the site are limited due to the unique site constraints (i.e. bedrock elevation and environmental site constraints). We acknowledge that as part of the Site Plan Approval process the stormwater management system design will be reviewed and approved, and that detailed grading, servicing, erosion and sediment control plans will be required.*

Comment : The cost of all the storm water management works and quality controls will be the responsibility of the Owner.

Response: *Acknowledged.*

Environmental:

Comment: Developer shall submit a copy of the Final Phase One ESA completed in accordance with O.Reg.153/04 (as amended).

Response: *Phase One and Phase Two have been submitted to the City.*

Comment: We will support the zone change. However, it should be noted the Developer shall fulfill the following environmental conditions for a site plan approval:

- (a) a copy of all subsequent investigations (i.e. a Phase Two ESAs), and remediation and/or risk assessment beyond the Phase One ESA, all completed in accordance with O.Reg.153/04 (as amended); and
- (b) a copy of the RSC and the RSC acknowledgement from the MOECC.
- (c) An RSC filing is NOT required for the strip of land to be dedicated to the City for road widening along Alice Street (northwest corner of the site).

- (d) The aforementioned road widening strip must, however, be free of encumbrances (such as decommissioning of any existing monitoring well, construction of soft or hard cap, health and safety plan for future subsurface workers etc.).
- (e) A letter report from a QP (i.e. Peritus Environmental Consultants Inc.) representing the existing environmental conditions of the strip.

Response: *Acknowledged. To be coordinated by Owner with Environmental Consultant.*

We trust this is the information you require at this time to support the Zoning By-law Amendment Application for 120-122 Huron Street in Guelph. If you have any questions or require additional information, please do not hesitate to call.

Yours truly,

GM BLUEPLAN ENGINEERING LIMITED

Per:

A handwritten signature in blue ink, appearing to read 'Angela Kroetsch'.

Angela Kroetsch, P.Eng.

AK/jb

cc: Mitchell Fasken, Kimshaw Holdings Limited
 Zac Zehr, Zehr Group

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Memorandum



June 13, 2018

File

170258-1

To

Transportation Services
Engineering and Capital Infrastructure
Services
City of Guelph

From

Jim Mallett, M.A.Sc., P.Eng., PTOE
President
Paradigm Transportation Solutions Limited

Paradigm Transportation Solutions Limited (Paradigm) conducted a Transportation Impact Study (TIS) and Transportation Demand Management Report (TDM) for a proposed residential development at 120-122 Huron Street in Guelph, Ontario. The report was prepared in accordance with Terms of Reference approved by the City and was submitted in November 2017¹.

The City's Transportation Services staff have provided comments on Traffic Calming, Sightline Analysis and Transportation Demand Management (TDM). The staff comments are addressed in this Memo, as requested.

Traffic Calming

Staff comment on Traffic Calming indicates that:

"The development is situated in St. Patrick's Ward where local residents have long voiced their concerns over traffic speed and infiltrating traffic cutting through their neighborhood. Given the size of the development, we require the consultant to analyze whether traffic calming measures are required to address these concerns due to increased traffic on adjacent streets, including all streets identified in the study area and Manitoba Street."

The City's Neighbourhood Traffic Management Policy provides the following threshold criteria for carrying out traffic review to identify traffic calming measures on local roads:

- ▶ Speed: 85th percentile greater than 55 km/hr
- ▶ Infiltration: in excess of 30%
- ▶ Volume: in excess 900 vehicles per day

According to the City's policy, when a street does not meet at least one of the three thresholds, the street will not be considered for another traffic calming review for a period of two years.

¹ 120-122 Huron Street, Guelph ON Transportation Impact Study, Transportation Demand Management and Parking Justification Report. *Paradigm Transportation Solutions Limited*. November 2017

Our review of the traffic impacts of the proposed development, to identify the need for traffic calming measures, indicates that none of the above-noted criteria is likely to be satisfied, as described below:

Traffic Volumes: Based on the existing traffic volumes, the daily traffic volumes on Huron Street, Alice Street and other study area local roads are under 900 vehicles per day except at the Huron Street approach at the intersection at Elizabeth Street. The daily traffic volumes under 2023 total traffic (future background + development) are also estimated to not exceed 900 vehicles per day on the local roads, except at the Huron Street approach at the Elizabeth Street intersection.

Traffic Infiltration: The study area road network is conducive to distributing traffic rather than causing traffic infiltration or short-cutting traffic. The traffic generated by the proposed development is reasonably well distributed through the local road network to the adjacent arterial/collector roads, namely, Elizabeth Street, Ontario Street/York Road, and Stevenson Street.

Speeding: We did not encounter speeding issues on Huron Street or Alice Street during our field visits. It is also noted that the posted speed limits are lower than the threshold limit of 55 km/hr.

However, there are two posed speed limits at present on Huron Street: 30 km/hr, north of Manitoba Street to Elizabeth Street; and 50 km/hr, south of Manitoba Street to Ontario Street/York Road. It would seem appropriate to have a consistent posted speed of 30 km/hr over the entire length of Huron Street. This change would be consistent with the neighbourhood characteristic of the area, facilitate lower speeds, and provide improved sightline conditions on Huron Street as discussed below.

Sightline Analysis

Vehicular access to 120-122 Huron Street (subject site) is proposed by two private driveway connections located approximately at Oliver Street, referred to as North Site Access (NSA), and 80 meters south of Manitoba Street, referred to as South Site Access (SSA), both on the east side of Huron Street.

There is a vertical curve on Huron Street, cresting at the Manitoba Street intersection. The posted speed limit on Huron Street varies from 30 km/h, north of Manitoba Street, to 50 km/h, south of Manitoba Street.

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The sightlines at the proposed site driveway intersections were measured in the field using a target and measuring wheel. The sightlines were assessed based on the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads².

Criteria and Assumptions

- ▶ Design Speed of 60 km/h (10 km/h above the posted speed limit) for the southern portion of the observed area and 40 km/hr to the north, with the transition occurring in between Oliver and Manitoba Street;
- ▶ Object Height - 0.60 metres - Vehicle tail or brake light. Research indicates that 95 percent of tail light heights and 90 percent of headlight heights exceed this value. Note that the recommended vehicle tail light height to use when determining the required stopping sight distance on a roadway has been revised in the 2017 edition of the TAC Geometric Design Guide. In the 1999 version, the recommended vehicle tail light height was 0.38 metres.
- ▶ Top of Car - 1.30 metres
- ▶ Driver Eye Height - 1.08 metres. Research indicates that more than 90 percent of all passenger car driver eye heights exceed 1.08 metres and is appropriate for design.

Departure and Stopping Sight Distances

Table 1A and **1B** details the sight distances assessed and summarizes the minimum sight distance requirements and the field measurements taken at the proposed site driveway connection.

² Canada, Transportation Association o. Geometric Design Guide for Canadian Roads (2017)

TABLE 1A: SIGHT DISTANCE SUMMARY TABLE FOR NORTH SITE ACCESS (40 KM/HR)

Sight Distance	Sight Distance (m)	Driver Eye (m)	Object (m)	Field Measurement (m)	Satisfactory (Yes/No)
Stopping Sight Distance ³	50	1.08	0.60	75	Yes
Left-turn from Stop ⁴	85	1.08	1.30	97	Yes
Right-turn from Stop ⁵	75	1.08	1.30	97	Yes

TABLE 1B: SIGHT DISTANCE SUMMARY TABLE FOR SOUTH SITE ACCESS (60 KM/HR)

Sight Distance	Sight Distance (m)	Driver Eye (m)	Object (m)	Field Measurement (m)	Satisfactory (Yes/No)
Stopping Sight Distance	85	1.08	0.60	104	Yes
Left-turn from Stop	130	1.08	1.30	110	No

Conclusions

The field measurements taken at the proposed site driveway connections to Huron Street satisfy the minimum sight distance requirements based on TAC Design Guide, for a stop-controlled condition under a 60 and 40 kilometre per hour design speed, except for the left-turn from stop at the SSA. However, as the transition between the posted speeds of 30 km/h and 50 km/h occurs within this sightline the design speed assumption of 60 km/h may be considered conservatively high. Alternatively, with a design speed assumption of 50 km/hr, the required sight distance is 105 meters, which is satisfied by the measured sightline distance. It should also be noted that the existing Huron Road vertical curve cresting at Manitoba Street is a familiar condition for drivers on Huron Street. Also, given the residential characteristic of the area

³ TAC 2017 - Table 2.5.2: Stopping Sight Distance on Level Roadways for Automobiles

⁴ TAC 2017 - Table 9.9.4: Design Intersection Sight Distance – Case B1, Left Turn from Stop

⁵ TAC 2017 - Table 9.9.6: Design Intersection Sight Distance – Case B2, Right Turn from Stop, and Case B3, Crossing Maneuver

and the posted speed limit of 30 km/h on Huron Street north of Manitoba Street, it would be appropriate to have a consistent posted speed of 30 km/h on Huron Street.

Traffic Demand Management

The comments provided by the City and our clarifications are as follows:

1. Comment:

“The report does not recognize that dedicated bike lanes already exist on Elizabeth Street, York Road and Stevenson Street. (Page 3)”

Response:

We acknowledge that Elizabeth Street, York Road and Stevenson Street all provide designated facilities for cycling.

2. Comment:

“Staff support the unbundling of parking from the units at the time of purchase or rental. (Page 30)”

Response:

As indicated in the TIS, the proponent of the development is also supportive of this measure.

3. Comment:

“The section on Transit Support does not propose any specific measures. Preference is to propose an action for the developer to take, such as offering complimentary bus passes to first occupants for the first 1-12 months. (Page 31)”

Response:

We acknowledge staff suggestion, while noting that the offering of free bus passes could be addressed as a general policy applicable to all comparable developments.

4. Comments:

“There are some calculation errors of bike parking in the report and on the Site Access & Traffic Control Plan. The numbers should be corrected and confirmed at the site plan review stage. (Page 31)”

Response:

The bicycle parking requirement and provision will be corrected and confirmed at the site plan review stage.

5. Comment:

“Please note Community CarShare Co-operative is being acquired by Virtue Transportation Systems, a for-profit carshare service provider. They will also be maintaining operations in Guelph. (Page 32)”

Response:

We appreciate the information which we have shared with the developer.

6. Comment:

“The Traffic Impact Study does not recommend any changes to parking supply which could support or encourage vehicular trip reduction. It is helpful to recommend considering a reduction to the minimum parking, supported by a Parking Justification Report.”

Response:

Parking supply reduction is not included in the the Zone Change application. However, other TDM measures have been identified for implementation, which will contribute to reducing vehicular usage including parking.

We appreciate the comments provided by the City of Guelph Transportation Services staff and trust that they are satisfactorily addressed by the foregoing clarifications and additional information.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

A handwritten signature in black ink, appearing to read 'Jim Mallett', with a stylized, flowing script.

Jim Mallett

M.A.Sc., P.Eng., PTOE

President