

March 21, 2018

Ms. Lindsay Sulatycki
City of Guelph
1 Carden Street
Guelph, ON
N1H 3A1

Dear Ms. Sulatycki:

RE: Zoning By-law Amendment Application Resubmission
89 Beechwood Avenue Redevelopment
OUR FILE 16230A

On behalf of our client, 89 Beechwood Inc., we are pleased to submit the following in order to address neighbourhood concerns and City Staff comments in regards to the original Zoning By-law Amendment application submission dated July 10, 2017:

- Functional Servicing and Stormwater Management Report, resubmission, prepared by MTE Consultants Inc (March 2018);
- Hydrogeoloical Characterization Study and Impact Assessment, resubmission, prepared by MTE Consultants Inc (March 2018);
- Environmental Impact Study Addendum (inclusive of appendices), resubmission, prepared by NRSI (March 2018);
- Transportation Overview, prepared by Salvini Consulting (March 20, 2018);
- Elevations, prepared by MartinSimmons Architects;
- Site Plan, resubmission, prepared by MHBC Planning (March 14, 2018); and,
- Front View Elevation rendering, prepared by MHBC Planning (March 20, 2018)

This Zoning By-law Amendment application is required in order to facilitate the redevelopment of 89 Beechwood Avenue, the former location of the Optimist Club, through a zone change from Park Zone (P.5) to Residential Townhouse (R.3) zoning.

Original Proposal:

The original submission (July 2017) included back-to-back 3-storey cluster townhouse buildings with 12 stacked townhouse units, one level of underground parking, and surface parking. The proposal was for 34 residential units (12 units stacked townhouse units 22 units were cluster townhouse units).

Since the submission of the original proposal, a public meeting and neighbourhood meetings have occurred, and comments have been received from the City Staff circulation. Several changes have since been made to the proposed development.

Current Proposal:

A revised proposal has been developed in consideration of the feedback received by the City and public. The proposal has reduced the number of units, density and building mass on the subject lands. The revised proposal is to redevelop the lands with seven (7) two-storey street-fronting townhouses on Beechwood Avenue and sixteen (16) three-storey stacked townhouse units at the rear of the property, for a total of 23 units. Off-street parking is proposed in the form of driveways for the street-fronting units, and a surface parking lot interior to the site to serve the stacked townhouse units as well as visitor parking for all units. A total of 37 surface parking spaces are provided for the 23 units. The yard requirements associated with the proposed Zoning By-law were also assessed and the proposed plan reduces the number of variances required.

Below is a comparison of zoning compliance from the original proposal (July 2017), to the current proposal (March 2018).

Provision	July 2017 Proposal	March 2018 Proposal
Building Coverage	71%	38.8%
Density	85 units/ha	57 units/ha
Landscaped Open Space	19%	39%
Height	3 storeys in front and rear	2 storey street fronting towns 3-storey stacked towns in rear
Trail	No direct connection	Direct trail connection
Parking	Resident: 54 underground Visitor: 4 surface and 3 underground Total: 0.56 spaces/unit	Street fronting: 7 driveway and 7 garage spaces Stacked: 27 surface Visitor: 3 surface Total: 0.62 spaces/unit (excluding garages); 0.52 spaces/unit (including garages)
Front Yard Setback	3.04m to building wall	6.0m to building wall
Side Yard Setback	2.45m-3.25m (N) 1.5m to driveway (S)	3.0m-3.69m (N) 3.0m- 5.14m (S)
Rear Yard Setback	5.26m	8.0m to building wall

City Staff Comments:

City Staff provided comments regarding the original submission on February 6, 2018. The updated reports included with this resubmission are to address City comments and are based on the updated site plan.

The following is a summary of the updated or new reports submitted in support of the revised site plan:

- Functional Servicing Report
 - Proposed grading will respect the natural topography of the site to achieve reasonable cut/fill balance where possible;
 - Proposed grading design will have no impact to the existing trail;
 - Existing municipal infrastructure for water, sanitary and storm is available along Beechwood Ave;

- Low Impact Development techniques are proposed to achieve an average monthly and annual water balance on site;
- Erosion and sediment control measures are to be installed as recommended.
- Environmental Impact Study
 - Direct impacts on natural features in and around the property include grading and soil excavation resulting in tree removal and vegetation clearing. A Tree Inventory and Preservation Plan have been prepared with compensation recommendations;
 - Sediment and erosion control measures to avoid indirect impacts to the natural features are included and will be finalized during the detailed design stage;
 - Monitoring programs are recommended to ensure impacts to natural features are not realized.
- Hydrogeological Assessment
 - Surface runoff leaving the site is interpreted to follow local topography in a southern direction toward Howitt Creek;
 - The annual groundwater recharge balance is expected to be maintained through the use of active and passive infiltration measures (roof water infiltration galleries and grassed areas, and an oversized perforated pipe storm sewer connection). This anticipated increase in infiltration will help to ensure that sufficient groundwater inputs will be provided to help support Howitt Creek (as a primarily groundwater-fed watercourse) and its associated natural features;
 - The proposed development is designed to improve upon the current conditions of the Site and more closely mimic a pre-development “Greenfield” state;
 - The anticipated net decrease in surface flow and subsequent surface flow inputs into Howitt Creek post-development relative to current conditions will help to mitigate the flooding experienced by the watercourse downstream of the Site;
 - A Performance Monitoring Program is proposed for consideration of groundwater and surface water.
- Transportation Overview
 - A Transportation Overview has been prepared in order to address City Staff comments regarding perceived potential traffic impacts caused by the development. It is noted that a Traffic Impact Study was not required by the City;
 - The daily traffic on Beechwood Ave is well within the range of traffic for a local road;
 - The site is expected to generate less than half of the peak hour traffic likely to have been generated by the previous Guelph Optimist Club use.

Neighbourhood Comments and Response:

Two (2) neighbourhood meetings were held with members of the Beechwood-Chadwick-Hearn Neighbourhood Association since the Public Meeting (September 11, 2017).

The following provides a summary of our understanding of the comments and a response in relation to the revised proposal:

Site Density

The initial submission proposed a density of 85 units per hectare, with a total of 34 residential units. The current proposal includes a total of 23 units (11 fewer than initially proposed), with a density of 57 units per hectare. The reduction in number of units results in a reduction in lot coverage, number of parking spaces required, and resulting amount of daily trips generated from future residents of the development, and an overall decreased impact on the neighbourhood when compared to the original submission.

Building Heights

Comments were raised in regards to the building height of the development and the potential for overlook into yards. In order to address this comment, street-fronting townhouses are proposed to be 2-storeys and setback 6m from the property line (approximately 12m from the edge of the street). The stacked townhouses are 3-storeys tall, but are located to the rear of the property with limited to no visibility from Beechwood Avenue, as illustrated in the rendering provided.

Parking

A comment was made that there was potential for an increase in the number of vehicles parking on the side streets. It is noted that the City of Guelph Zoning By-law would require 23 parking spaces for the 23 units proposed. The March 2018 revised proposal provides a total of 44 parking spaces, which is an additional 19 spaces over and above what is required.

Traffic

A Traffic Overview study has been submitted in order to address the traffic comments. It concludes that the design volume of Beechwood Avenue would not be reached or exceeded with the additional traffic from the development, and that the Guelph Optimist Club likely would have generated more traffic volumes than the proposed development would. It finds that the proposed number of parking spaces is sufficient to accommodate parking demands so as to not rely on any on-street parking.

Park Safety

It was discussed at the neighbourhood meetings that the existing park and structure would be overshadowed by the proposed development and create an area that was unsafe for children to play because the play structure would no longer be visible from the street. The concept of CPTED applies to this concern, and it is suggested that the proposed development would likely improve the feeling of safety on the play structure. The increased number of residents in the direct vicinity of the play structure would have a direct line of sight to the structure, "keeping an eye on the park". In addition, a direct walkway connecting the development to the park encouraged residents of the development to enjoy the park as a local amenity, increasing the number of users to the park and thereby improving rather than decreasing the feeling of safety in the park. There is no proposed change to the trail and the connection from the park to Beechwood Avenue. As a comment, it has been suggested that the owner would work with the City to relocate the play structure should the City support the approach.

Tree Loss

The proposed development will result in a loss of trees on the subject lands. The resubmitted Tree Inventory Preservation Plan prepared by NRSI (Appendix III of the EIS), identifies that of the 70 trees identified on the property, 60 are anticipated to be removed due to grading, structural integrity and health reasons, and are required to be compensated as per the City's Tree By-law (2010)-19058.

Conclusion

Overall, the revised proposal as illustrated on the preliminary site plan, and in supporting reports have taken City and neighbourhood comments into consideration. The revised plan is a significant reduction in the number of units proposed, resulting in a plan with less of an impact on the surrounding neighbourhood, while introducing additional housing choice to the neighbourhood and the City of Guelph.

We look forward to continuing to work with City staff on this redevelopment opportunity and to provide high quality residential units in support of the density, design and transit objectives of the City of Guelph.

Should you require any additional information or clarification regarding the enclosed resubmission, please do not hesitate to contact the undersigned.

Yours truly,

MHBC

A handwritten signature in black ink, appearing to read 'DAA', with a long horizontal line extending to the right.

Dave Aston, M.Sc, MCIP, RPP
Partner

cc. *Pete Graham, 89 Beechwood Inc.*
Mike Taylor, 89 Beechwood Inc.
Jason Martin, MartinSimmons Architects
Dave Stephenson, NRSI
Ken Burrell, NRSI
Paul Douglas, MTE Consultants Inc.
Julia Salvini, Salvini Consulting