

264 Governor's Road

While nobody wants to lose this lovely property that contributes ambience and character to the local neighbourhood and significant environmental functions for the Town of Dundas, we understand that UR zoning means it will likely be developed during the GRIDS2 period.

Our first concerns are that the development should meet, and not exclude, actual identifiable needs of the community, and that it should enhance, and not weaken future environmental sustainability in the town and the valley.



Opportunity Costs - What greater needs could be met?

Dundas, which has very little remaining space for new development, needs:

- Small, single story units for seniors to downsize without dislocation
- Small affordable starter units for young families
- Connectivity via easements to reduce automobile dependency

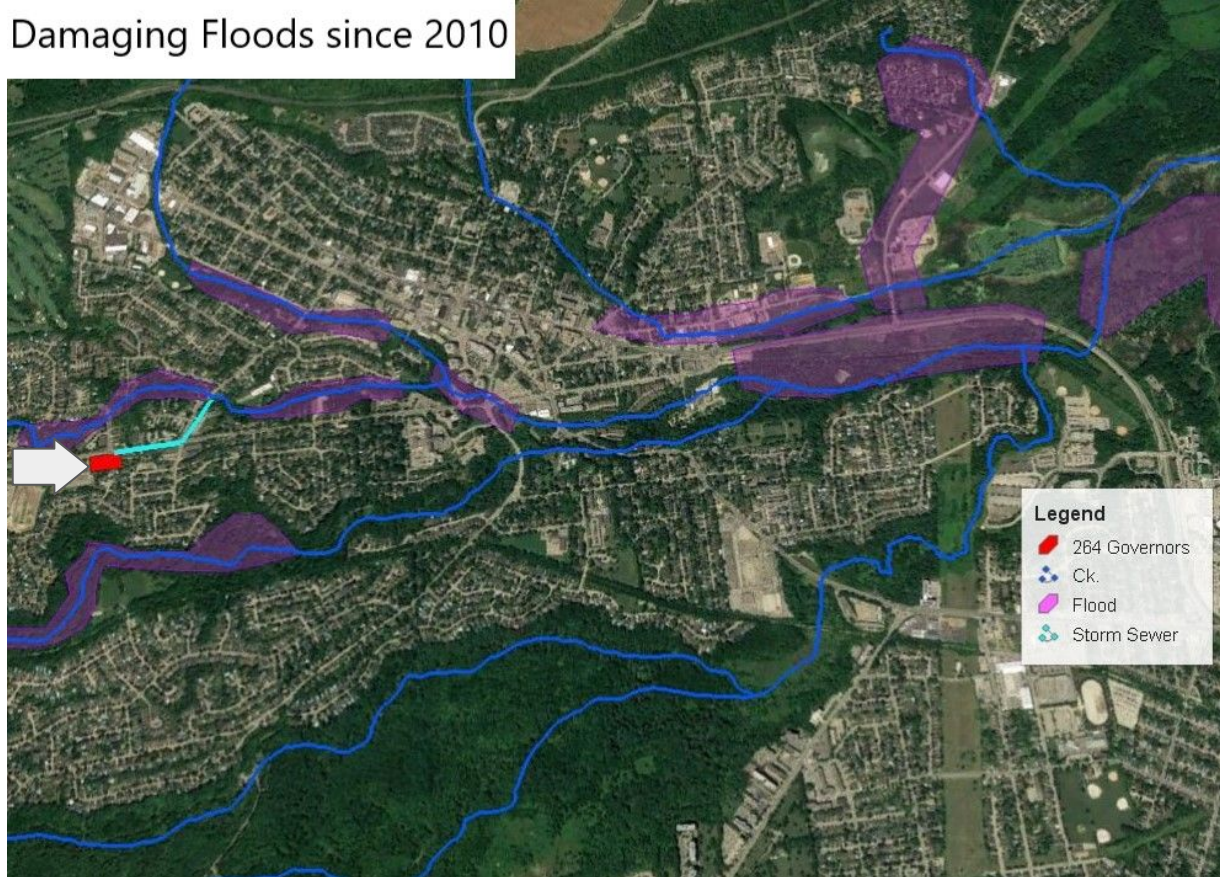




Hazards that will arise if the request is granted as planned

Hazards - Stormwater management and flooding

- Damaging flooding on every downstream creek in past decade
- Key environmental areas downstream
- Number of major storms to increase 20% from climate change
- Green infrastructure available and mandated
- Runoff control is cost effective. **Having to buyout neighbourhoods on floodplains is not!**



Hazards - Stormwater management and flooding

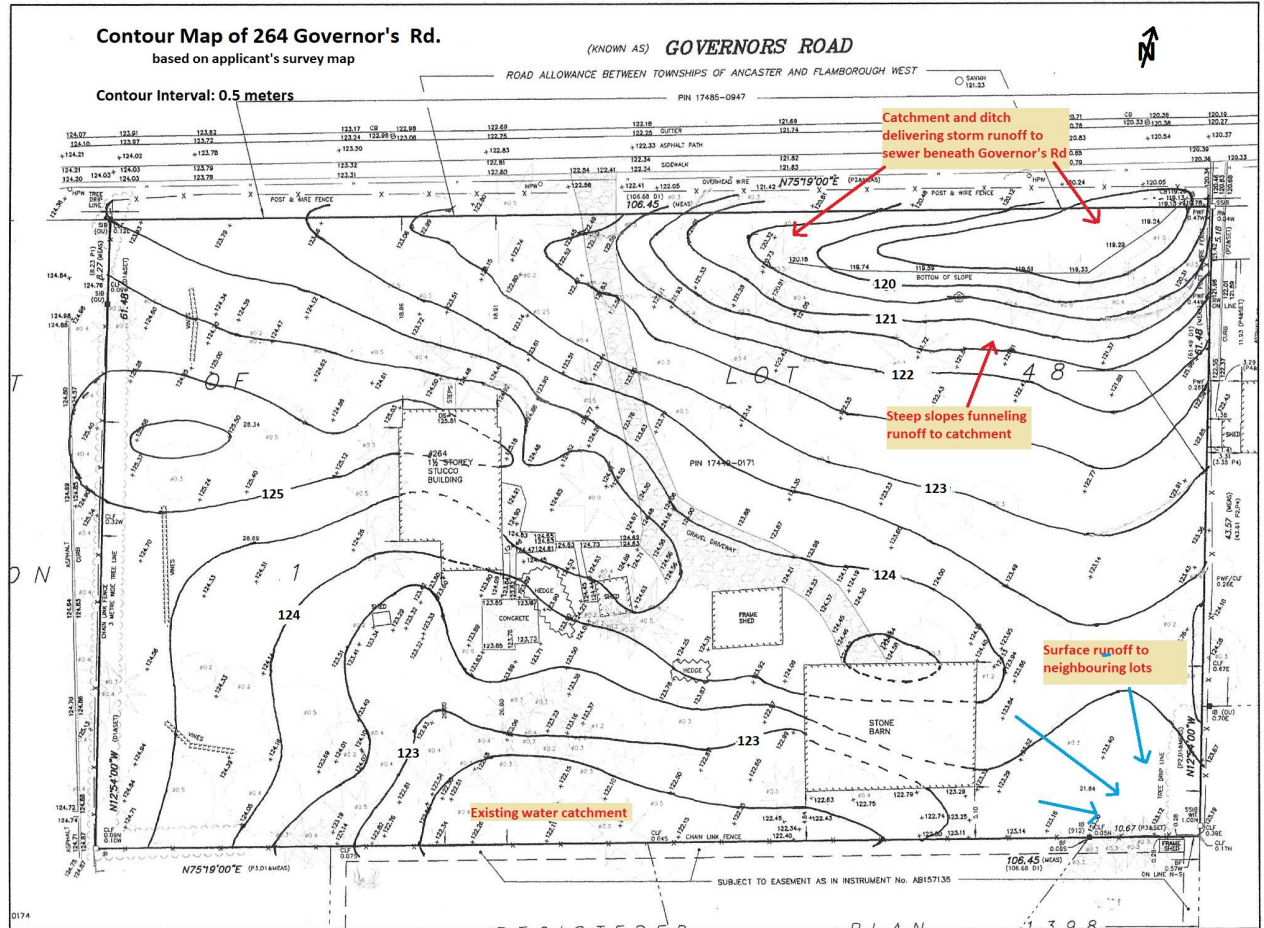


- **No net increase in stormwater runoff is tolerable, and in fact a reduction during extreme storms is desirable**
- **An increase from 10% to 68% impermeable surface would generate up to twice as much runoff, which must be managed on-site**
- **Severe storms are predicted to increase by ~20%**
- **The plan presented has no expressed intent to provide green infrastructure, and allows no space for it.**



Grading of the complex and steep slopes would eliminate essential topographic features and increase runoff through:

- Drainage of more of the property toward the existing storm sewers
- Increasing the rate of water movement toward such sewers
- Filling of existing catchments that promote infiltration



Green Infrastructure options (in written submission)

- All hydrological concerns could be addressed by using...
 - One or more rain gardens on higher ground to reduce overland flow, promote water infiltration, improve groundwater recharge, and minimize erosion into watercourses.
 - Bioswales rather than drainage pipes/ditches for slower movement excess water.
 - An improved and enlarged catchment area in the northeast corner that could impound storm water and permit more of it to infiltrate the soil.
 - A physical retention tank that would hold excess runoff during storms and allow its release during later low water times, as was required for new DVSS fields.
 - Permeable surfacing for parking areas, driveways, sidewalks wherever practical.
 - Replanting of trees and shrubs to increase canopy coverage
- Such improvements could easily be handled on the landscaped areas, **if no variance is allowed from the required 50% landscaping.**

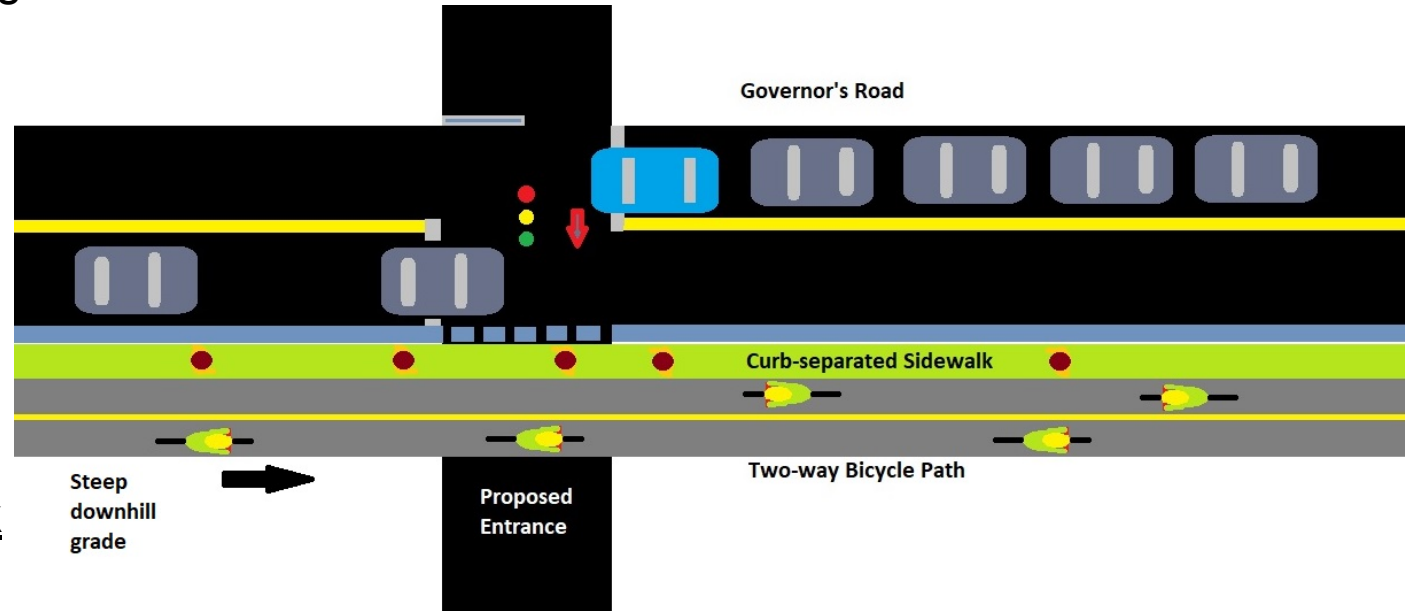
Hazards - Loss of Tree Canopy

- Canopy maintenance and expansion identified as key green amenities to improve health, reduce net carbon emissions, and manage urban runoff
- Currently ~35% canopy cover
- Currently identified under Dundas Tree Preservation Bylaw
- Plan is to remove 75% of existing trees without on-site replacement.
- Property acts as a corridor between designated natural areas used by migrating birds, mammals and insects.



Hazards - Traffic, Cyclist and Pedestrian safety

- Access plan conflicts with improvements to Governor's Rd.
- Entering vehicles turn from travel lanes, slowing flow
- All vehicles cross planned curb-separated sidewalk and cycle lanes
- Likely rush hour congestion, and car/bicycle/pedestrian conflicts in a busy school zone
- Not adequately addressed in proposal



| Variance requests | Required | Requested | Comments |
|----------------------------|-----------------|------------------|---|
| Max. Density | 37/ha | 48.4/ha | Conformity would eliminate need for most other variances! |
| Min. Landscaped | 50% | 32% | Essential for permeability, water management, landscaping, amenities for children |
| Buffers (adj. R1) | 3.0 m | 0-2.5 m | Overlaps proposed back and side yards adjacent 4 of 5 adjacent R1 properties, effectively zero |
| Min. Front Yard | 6.0 m | 4.22 m | Encroach into existing stormwater catchment; double-fronted units, driveways in back |
| Min Rear Yard | 7.5 m | 7.5 m* | *But includes sidewalk; double fronting means less than required outdoor amenity space |
| Min. Side Yard | 7.5 (3.0) m | 2.5 m* | Must be restricted to west boundary |
| Max. Height | 10.5 m | 13 m | No other residential building within 1 km. exceeds ~10 m |
| Min. Visitor Park | 9 | 8 | No on street or public parking within easy walking distance |

Opposition to Variances (discussed in detail in written submission)

- The Town of Dundas Official Plan Bylaw remains in effect for residential development at this time. This is the primary planning document in question.
- While intensification is a goal of the Provincial Policy Statement, protection of the surrounding environment and integration of new development into existing neighbourhoods are also explicitly mandated.
- All variances requested here are solely to maximize profit from luxury townhouses in a closed cul-de-sac that is not integrated into and disrupts the character of the existing neighbourhood while failing to meet specific community needs.
- We ask that, if the Zoning request is permitted, it be done without a site-specific Official Plan Amendment, automatically allowing 22 townhouses.
- “Right-sizing” the plan would eliminate the need for almost all other variances.
- Variances cannot easily be rescinded if site-planning shows a need.

Most importantly, it is this Committee's and City Council's responsibility to look to **long-term sustainability of the entire urban system** of Dundas (and the entire city), and to ensure that any site-specific constraints or limitations identified by the Planning Office during site-planning will explicitly override any concessions made with respect to zoning or variances.

What we, the citizens, ask is...

- ...that council please consider carefully the optimal form of development on this property to meet community needs before rezoning.
- ...that if rezoning to RM-1 is permitted, it be done on condition that environmental issues be addressed with state-of-the-art green infrastructure to mitigate present and future problems and costs.
- ...that if rezoning is permitted it be done without variances, to allow 22 units while providing adequate land for green infrastructure, sufficient outdoor amenity space for children, and replanting of trees.
- ...that any residential development be delayed long enough to complete pending improvements on Governor's Road and to assess properly and mitigate the traffic/cyclist/pedestrian safety issues that will arise.

Thank you for your time, attention and consideration.

“Friends of 264 Governor’s”