

# City Council - Planning Meeting Agenda



**Monday, December 9, 2019 – 6:30 p.m.**  
**Council Chambers, Guelph City Hall, 1 Carden Street**

Please turn off or place on non-audible all electronic devices during the meeting.

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Guelph City Council and Committee of the Whole meetings are streamed live on [guelph.ca/live](http://guelph.ca/live).

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## **Open Meeting – 6:30 p.m.**

O Canada  
Silent Reflection  
First Nations Acknowledgment  
Disclosure of Pecuniary Interest and General Nature Thereof

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## **Council Consent Agenda:**

The following resolutions have been prepared to facilitate Council's consideration of various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

**IDE-2019-123                      Decision Report 1657 and 1665 Gordon Street  
Proposed Zoning By-law Amendment  
File: OZS18-003 Ward 6**

### **Recommendation:**

1. That the application from Astrid J. Clos Planning Consultants on behalf of the Owner, 2601265 Ontario Inc. for a Zoning By-law Amendment to change the zoning from the current "Residential Single Detached" (R.1B) Zone to a "Specialized Residential Cluster Townhouse with Holding Provisions" (R.3A-65(H)) Zone to permit the development of 84 stacked townhouse units on lands municipally known as 1657 and 1665 Gordon Street, legally described as Part of Lot 9, Concession 7, Geographic Township of Puslinch, City of Guelph and to zone the parcel of land to be acquired from the City, legally described as Part 3 on Reference Plan 61R-21700, be approved in accordance with Attachment 3 of the Infrastructure, Development and Enterprise Report 2019-123, dated December 9, 2019.

2. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 1657 and 1665 Gordon Street and the parcel of land legally described as Part 3 on Reference Plan 61R-21700.
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## **Public Meeting to Hear Applications Under Sections 17, 34 and 51 of The Planning Act**

(delegations permitted a maximum of 10 minutes)

**IDE-2019-125                      Statutory Public Meeting Report 1871-1879 Gordon  
Street Proposed Zoning By-law Amendment  
File: OZS19-011 Ward 6**

### **Presentation:**

Michael Witmer, Senior Development Planner

### **Correspondence:**

Laura Yam

### **Recommendation:**

That Report IDE-2019-125 regarding proposed Zoning By-law Amendment application (File: OZS19-011) by Astrid J. Clos Planning Consultants, on behalf of the owner, Michael Mario Cotroneo, to permit the development of a six storey apartment building with 43 apartment units on the properties municipally known as 1871 and 1879 Gordon Street and legally described as Part of Lot 11, Concession 11 (Geographic Township of Puslinch), as in IS16048 and RO669984 from Infrastructure, Development and Enterprise dated December 9, 2019, be received.

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### **Items for Discussion:**

The following items have been extracted from the Committee of the Whole Consent Report and the Council Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

**IDE-2019-122                      Commercial Built Form Standards**

### **Presentation:**

David de Groot, Senior Urban Designer

### **Recommendation:**

That the Commercial Built Form Standards, included as Attachment 1 in Report IDE-2019-122 dated December 9, 2019 be approved.

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## **By-laws**

Resolution to adopt the By-laws (Councillor Goller).

## **Mayor's Announcements**

Please provide any announcements, to the Mayor in writing, by 12 noon on the day of the Council meeting.

## **Adjournment**

# Staff Report



To **City Council**  
Service Area Infrastructure, Development and Enterprise Services  
Date Monday, December 9, 2019  
Subject **Decision Report  
1657 and 1665 Gordon Street  
Proposed Zoning By-law Amendment  
File: OZS18-003  
Ward 6**

Report Number IDE-2019-123

## Recommendation

1. That the application from Astrid J. Clos Planning Consultants on behalf of the Owner, 2601265 Ontario Inc. for a Zoning By-law Amendment to change the zoning from the current "Residential Single Detached" (R.1B) Zone to a "Specialized Residential Cluster Townhouse with Holding Provisions" (R.3A-65(H)) Zone to permit the development of 84 stacked townhouse units on lands municipally known as 1657 and 1665 Gordon Street, legally described as Part of Lot 9, Concession 7, Geographic Township of Puslinch, City of Guelph and to zone the parcel of land to be acquired from the City, legally described as Part 3 on Reference Plan 61R-21700, be approved in accordance with Attachment 3 of the Infrastructure, Development and Enterprise Report 2019-123, dated December 9, 2019.
2. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 1657 and 1665 Gordon Street and the parcel of land legally described as Part 3 on Reference Plan 61R-21700.

## Executive Summary

### Purpose of Report

This report provides a staff recommendation to approve a Zoning By-law Amendment application with Holding provisions to permit the development of 84 stacked townhouse units on the lands municipally known as 1657 and 1665 Gordon Street and on a 1,035 square metre parcel of land to be acquired by the Owner from the City.

### Key Findings

Planning staff support the proposed Zoning By-law Amendment subject to the recommended zoning regulations and conditions in Attachment 3.

## **Financial Implications**

Estimated Development Charges: \$1,844,808 based on 2019 rates.

Estimated Annual Taxes: \$288,000 based on the 2019 City tax rate for 84 stacked townhouse units (estimate only and actual number may vary)

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## **Report**

### **Background**

An application was received from Astrid J. Clos Planning Consultants on behalf of the Owner, 2601265 Ontario Inc. to amend the Zoning By-law for the lands municipally known as 1657 and 1665 Gordon Street. The application was received by the City on August 14, 2018 and deemed to be complete on September 12, 2018

### **Location**

The subject lands are located on the west side of Gordon Street, south of the Gordon Street/Clairfields Drive West intersection (see Attachment 1 - Location Map and Attachment 2 - Aerial Photograph). The subject lands are approximately 1.15 hectares in size with frontage along Gordon Street and Gosling Gardens. There are two existing single detached dwellings located on the subject lands which are proposed to be demolished.

### **Surrounding land uses include:**

To the north: single detached residential dwellings fronting onto Clairfields Drive, beyond which are single detached and cluster townhouse residential uses;

To the south: residential townhouses and a retirement residence;

To the east: Gordon Street, beyond which are cluster townhouses; and,

To the west: Gosling Gardens, beyond which are single detached residential dwellings.

### **Official Plan Land Use Designations and Policies**

The subject lands are designated "Medium Density Residential" in the Official Plan. Permissible uses within the "Medium Density Residential" land use designation include: multiple unit residential buildings, such as townhouses and apartments. The minimum height within this designation is two (2) storeys and the maximum height is six (6) storeys. This designation allows for a maximum net density of 100 units per hectare and requires a minimum net density of 35 units per hectare.

The relevant policies for the applicable land use designation are included in Attachment 4.

### **Existing Zoning**

The subject lands are currently zoned "Residential Single Detached" (R.1B), according to Zoning By-law (1995)-14864, as amended. The existing zoning is shown in Attachment 5.

### **Description of Proposed Zoning By-law Amendment Application**

#### **Original Application**

The intent of the original application was to change the zoning from the "Residential Single Detached" (R.1B) Zone to a "Specialized Residential Cluster Townhouse" (R.3A-?) Zone to permit the development of 78 stacked townhouse units.

In addition to the regulations set out in Section 5.3.2 - Residential Cluster Townhouse (R.3A) Zone of Zoning By-law (1995)-14864, as amended, the following specialized regulations were requested to facilitate the proposal:

- To permit a minimum lot area per dwelling unit of 134.5 square metres, whereas the Zoning By-law requires a minimum lot area per dwelling unit of 150 square metres;
- To permit a minimum front yard setback (along Gordon Street) of 1.1 metres, whereas the Zoning By-law requires a minimum front yard setback of 6 metres;
- To permit a minimum ground level private amenity area of 10.68 square metres, whereas the Zoning By-law requires a minimum ground level private amenity area of 20 square metres (for Units 35 to 54),
- To permit a ground level private amenity area with a width not equal to the width of the unit, whereas the Zoning By-law requires that the width be equal to the width of the unit (for Units 35 to 54);
- To permit a maximum of 12 units in a row abutting a street, whereas the Zoning By-law permits a maximum of 8 units in a row abutting a street; and,
- To permit a maximum density of 74.32 units per hectare, whereas the Zoning By-law permits a maximum density of 60 units per hectare.

The original proposed development included:

- 78, three-storey stacked townhouse units;
- A private condominium road;
- 100 parking spaces, including 16 visitor parking spaces and 4 accessible parking spaces; and
- common amenity area.

The original conceptual site plan (September 2018) is shown in Attachment 7.

### **Alternate Conceptual Site Plan**

At the time of the application submission, the applicant was exploring the possibility of acquiring additional lands along Gordon Street. The proposed development with the additional lands was shown on an alternate conceptual site plan which was included in the Public Meeting Notice and included in the staff report presented at the Statutory Public Meeting. The alternate conceptual site plan presented proposed a maximum of 84, three-storey stacked townhouse units with 110 parking spaces. The proposed secondary access shown on the alternate conceptual site plan was through the lands to the south.

The alternate conceptual site plan is shown in Attachment 8.

### **Current Conceptual Site Plan**

Since the Statutory Public Meeting, the applicant has revised the concept plan to show an alternate location for a secondary access to be used as an emergency access only. The revised and current conceptual site plan includes a triangular parcel of land that is currently owned by the City. The Owner has entered into a Memorandum of Understanding with the City to purchase this 1,035 square metre parcel from the City. The acquisition of the City lands is discussed in further detail

in the Staff Review and Planning Analysis included in Attachment 11. The current conceptual site plan includes:

- 84, three-storey stacked townhouse units;
- A private condominium road;
- An emergency access onto Gordon Street;
- 108 parking spaces, including 17 visitor parking spaces; and
- common amenity area.

Since revising the original application, the number of specialized zoning regulations required has been reduced. In addition to the regulations set out in Section 5.3.2 – “Residential Cluster Townhouse (stacked townhouses)” (R.3A) Zone of Zoning By-law (1995)-14864, as amended, the following specialized regulations will apply:

- To permit a minimum lot area per dwelling unit of 137 square metres, whereas Table 5.3.2, Row 3 requires a minimum lot area per dwelling unit of 150 square metres;
- To permit a maximum density of 73 units per hectare, whereas Section 5.3.2.6 of the Zoning By-law permits a maximum density of 60 units per hectare;
- To permit a minimum ground level private amenity area of 11.9 square metres, whereas Section 5.3.2.5.1(a) of the Zoning By-law requires a minimum ground level private amenity area of 20 square metres; and,
- To permit the ground level private amenity area to not have a minimum width equal to the width of the unit, whereas Section 5.3.2.5.1(c) of the Zoning By-law requires a minimum width equal to the width of the unit when the layout of the unit permits and in no case less than 4.5 metres.

In addition to the above, staff are recommending a “Holding” (‘H’) Symbol on the subject lands to ensure that the land acquisition of the City’s surplus lands has been finalized. The ‘H’ (Holding) Symbol may be removed when the following condition has been met to the satisfaction of the City:

Prior to the removal of the Holding (‘H’) Symbol, the Owner shall acquire the parcel of land legally described as Part 3 on Reference Plan 61R-21700.

The current conceptual site plan is shown in Attachment 9.

### **Staff Review/Planning Analysis**

The staff review and planning analysis for this application is provided in Attachment 11. The analysis addresses relevant planning considerations, including the issues and questions that were raised by Council and members of the public at the statutory Public Meeting held on December 10, 2018. Final comments on the revised proposal from internal City departments and agencies are included in Attachment 13. The staff review and planning analysis addresses the following:

- Evaluation of the proposal in accordance with the policies of the 2014 Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019);
- Evaluate how the application conforms to the Official Plan land use designations and policies including any related amendments;
- Review of the proposed zoning and specialized site-specific regulations;
- Review of the proposed site layout and built form compatibility with adjacent and established land uses and parking;

- Review of traffic;
- Confirm support for the 2019 Community Energy Initiative Update (CEI); and
- Address all comments and issues raised at the Statutory Public Meeting and all comments received from circulated Agencies and members of the public.

### **Staff Recommendation**

There have been modifications to the proposed development in terms of layout and the proposed secondary emergency access since the initial application and statutory public meeting. Both the original conceptual site plan (September 2018) and alternate conceptual site plan (November 2018) were circulated and presented at the Statutory Public Meeting held on December 10, 2018. The modifications to the development layout are considered to be minor and therefore staff recommend that no further public notice is required in accordance with Section 34(17) of the Planning Act.

Planning staff are satisfied that the proposed Zoning By-law Amendment is consistent with the 2014 Provincial Policy Statement and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). The proposed Zoning By-law Amendment conforms to the objectives and policies of the Official Plan and the specialized zoning regulations proposed are appropriate for the site. Planning staff recommend that Council approve the Zoning By-law Amendment subject to the zoning regulations and proposed conditions to be imposed through site plan approval outlined in Attachment 3.

### **Financial Implications**

Estimated Development Charges: \$1,844,808 based on 2019 rates.

Estimated Annual Taxes: \$288,000 based on the 2019 City tax rate for 84 stacked townhouse units (estimate only and actual number may vary)

### **Consultations**

The Notice of Complete Application was mailed on September 27, 2018 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands. The Notice of Public Meeting was mailed on November 14, 2018 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands. The Notice of Public Meeting was also advertised in the Guelph Tribune on November 15, 2018. Notice of the application has also been provided by signage on the property and all supporting documents submitted with the application have been posted on the City's website.

On November 21, 2019, the Notice of Decision Meeting was sent to interested parties that provided comments on the application or requested to receive further notice. See Attachment 14 for the public notification summary.

### **Strategic Plan Alignment**

#### **Priority**

Sustaining our future

#### **Direction**

Plan and Design an increasingly sustainable city as Guelph grows

#### **Alignment**



The proposed development application is in conformity with the policies of the City's Official Plan, which is the City's key document for guiding future land use and development. The Official Plan's vision is to plan and design an increasingly sustainable city as Guelph grows. A review of how the proposed development application is in conformity with the City's Official Plan can be found in the Staff Review and Planning Analysis in Attachment 11.

## **Attachments**

- Attachment 1 – Location Map and 120m Circulation
- Attachment 2 – Aerial Photograph
- Attachment 3 – Recommended Zoning Regulations and Conditions
- Attachment 4 – Official Plan Land Use Designations and Policies
- Attachment 5 – Existing Zoning
- Attachment 6 – Proposed Zoning and Details
- Attachment 7 – Original Conceptual Site Plan (September 2018)
- Attachment 8 – Alternate Conceptual Site Plan (November 2018)
- Attachment 9 – Current Conceptual Site Plan (October 2019)
- Attachment 10 – Conceptual Renderings
- Attachment 11 – Staff Review and Planning Analysis
- Attachment 12 – Community Energy Initiative Update Commitment
- Attachment 13 – Departmental and Agency Comments
- Attachment 14 – Public Notification Summary

## **Departmental Approval**

Not applicable.

### **Report Author**

Lindsay Sulatycki, MCIP, RPP  
Senior Development Planner



### **Approved By**

Chris DeVriendt, MCIP, RPP  
Manager of Development Planner



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### **Approved By**

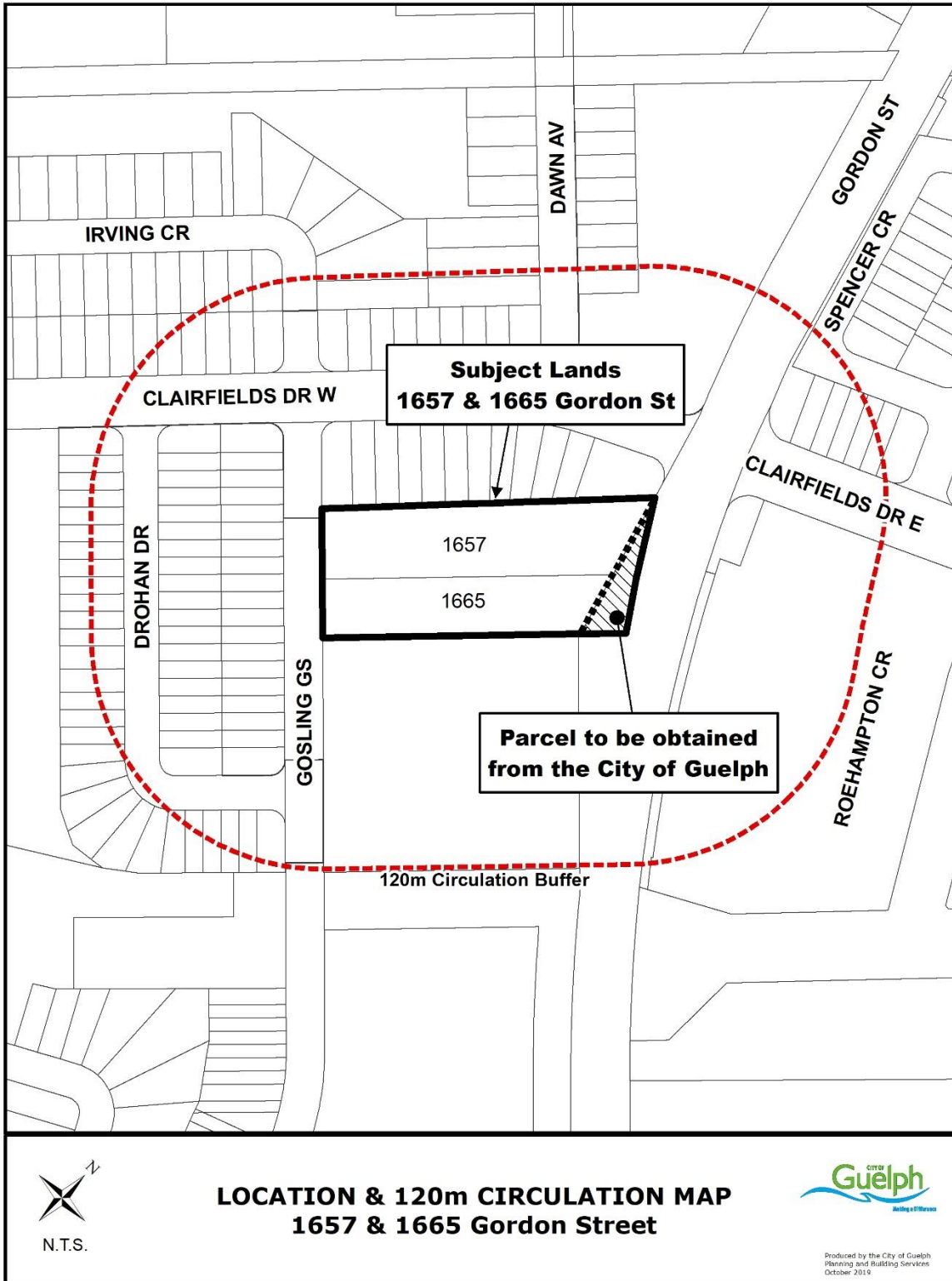
Todd Salter, MCIP, RPP  
General Manager, Planning and  
Building Services  
Infrastructure, Development and  
Enterprise Services  
519-822-1260, extension 2395  
todd.salter@guelph.ca

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### **Recommended By**

Kealy Dedman, P.Eng., MPA  
Deputy Chief Administrative Officer  
Infrastructure, Development and  
Enterprise Services  
519-822-1260, extension 2248  
kealy.dedman@guelph.ca

# Attachment 1 – Location Map and 120m Circulation



# Attachment 2 – Aerial Photograph



## **Attachment 3 – Recommended Zoning Regulations and Conditions**

### **3A – Zoning Regulations**

The applicant is proposing a “Specialized Residential Cluster Townhouse” (R.3A-65) Zone for the subject lands.

In addition to the regulations set out in Section 5.3.2 – “Residential Cluster Townhouse (stacked townhouses)” (R.3A) Zone of Zoning By-law (1995)-14864, as amended, the following specialized regulations will apply:

- To permit a minimum lot area per dwelling unit of 137 square metres, whereas Table 5.3.2, Row 3 requires a minimum lot area per dwelling unit of 150 square metres;
- To permit a minimum ground level private amenity area of 11.9 square metres, whereas Section 5.3.2.5.1(a) of the Zoning By-law requires a minimum ground level private amenity area of 20 square metres;
- To permit the ground level private amenity area to not have a minimum width equal to the width of the unit, whereas Section 5.3.2.5.1(c) of the Zoning By-law requires a minimum width equal to the width of the unit when the layout of the unit permits and in no case less than 4.5 metres; and,
- To permit a maximum density of 73 units per hectare, whereas Section 5.3.2.6 of the Zoning By-law permits a maximum density of 60 units per hectare.

In addition to the above, staff are recommending a “Holding” (‘H’) Symbol on the subject lands to ensure that the land acquisition of the City’s surplus lands has been finalized. The ‘H’ (Holding) Symbol may be removed when the following condition has been met to the satisfaction of the City:

Prior to the removal of the Holding (‘H’) Symbol, the Owner shall acquire the parcel of land legally described as Part 3 on Reference Plan 61R-21700.

### **3B – Proposed Conditions of Site Plan Approval:**

The following conditions are provided as information to Council and will be imposed through site plan approval, pursuant to Section 41 of the Planning Act.

1. That the Owner/Developer shall apply to the City for site plan approval in accordance with Section 41 of The Planning Act. The application shall include submitting a detailed site plan, indicating such items as building location, building design, proposed servicing, grading and drainage, erosion and sediment control, access, parking and traffic circulation to the satisfaction of the General Manager of Planning and Building Services and the General Manager/City Engineer. Such plans shall be certified by a Professional Engineer. All applications for a building permit shall be accompanied by a plan that shows that the proposed building, grading and drainage is in conformance with the approved overall drainage and grading plan.
2. That the Owner/Developer agrees that upgraded building elevations facing Gosling Gardens are required.
3. That the Owner/Developer acknowledges and agrees that ensuring the suitability of the land from an environmental engineering perspective, for the proposed use(s) is the responsibility of the Owner/Developer.

### **3B – Proposed Conditions of Site Plan Approval (continued):**

4. That prior to site plan approval and prior to any construction or grading on the lands, the Owner/Developer shall provide to the City, to the satisfaction of the General Manager/City Engineer, any of the following studies, plans and reports that may be requested by the General Manager/City Engineer. The cost related to preparation and implementation of such studies, plans and reports shall be borne by the Owner/Developer.
  - A Stormwater Management Report and plans certified by a Professional Engineer in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment's "Stormwater Management Practices Planning and Design Manual". The report must be updated to demonstrate monthly water balance and show how the site will achieve a post-development groundwater recharge that is equal to the pre-development recharge. It shall also include results of on-site permeameter testing and completed groundwater monitoring program data.
  - A Grading, Drainage and Servicing Plan prepared by a Professional Engineer for the site.
  - A Detailed Erosion and Sediment Control Plan, certified by a Professional Engineer that indicates the means whereby erosion will be minimized and sediment maintained on-site throughout grading and construction.
  - A Construction Traffic Access and Control Plan for all phases of servicing and building construction.
  - A Detailed Noise Study certified by a qualified Professional Engineer in accordance with the City of Guelph Noise Control Guidelines.
  - A Salt Management Plan in accordance with the City's Guidance Document for Proponents.
5. That the Owner/Developer shall, to the satisfaction of the General Manager/City Engineer, address and be responsible for adhering to all the recommended measures contained in all plans, studies and reports submitted.
6. That the Owner/Developer shall obtain a site alteration permit in accordance with City By-law (2016)-20097 to the satisfaction of the General Manager/City Engineer if grading or earthworks are to occur prior to site plan approval.
7. That prior to any construction or grading on the lands, the Owner/Developer shall construct, install and maintain erosion and sediment control facilities, satisfactory to the General Manager/City Engineer, in accordance with a plan that has been submitted to and approved by the General Manager/City Engineer.
8. That prior to any construction or grading on the lands, the Owner/Developer shall obtain written permission from the affected landowners for any proposed grading or servicing works outside of the subject lands.
9. That the Owner/Developer shall pay to the City the actual cost of the design and construction including the new driveway entrances and required curb cut and/or curb fill. Furthermore, prior to approval of the plans and prior to any construction or grading on the lands, the Owner/Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the

construction of the new driveway entrances and required curb cut and/or curb fill.

### **3B – Proposed Conditions of Site Plan Approval (continued):**

10. That the Owner/Developer shall grade, develop and maintain the site including the storm water management facilities designed by a Professional Engineer, in accordance with a Site Plan that has been submitted to and approved by the General Manager/City Engineer. Furthermore the Owner/Developer shall have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system and that the storm water management system was built as it was approved by the City and that it is functioning properly.
11. That the Owner/Developer shall ensure that any existing domestic wells as well as all boreholes and monitoring wells installed for environmental, hydrogeological or geotechnical investigations are properly decommissioned in accordance with current Ministry of the Environment regulations (O.Reg. 903 as amended) and to the satisfaction of the General Manager/City Engineer, prior to site plan approval and prior to any construction or grading on the lands.
12. That prior to demolition of the existing houses, the Owner/Developer shall locate the position of any existing sanitary sewer, storm sewer, water service laterals and septic systems serving the existing houses. The Owner/Developer shall be responsible for the entire cost of removing the existing service laterals from the said lands satisfactory to the City, and removal of any existing septic systems satisfactory to the City.
13. That the Owner/Developer acknowledges that the City does not allow retaining walls higher than 1.0-metre abutting existing residential properties without the permission of the General Manager/City Engineer.
14. That the Owner/Developer shall stabilize all disturbed soil within 90 days of being disturbed, control all noxious weeds and keep ground cover to a maximum height of 150 mm (6 inches).
15. That the Owner/Developer shall make satisfactory arrangements with Guelph Hydro/Alectra and phone and cable providers for the servicing of the lands as well as provisions for any easements and/or rights-of-way for their plant.
16. That the Owner/Developer shall make satisfactory arrangements with Union Gas for the servicing of the lands as well as provisions for any easements and/or right-of-way for their plant, prior to site plan approval and prior to any construction or grading on the lands.
17. That the Owner/Developer shall retain a Professional Engineer, licensed in the Province of Ontario, to verify that any of the proposed works within the municipal right-of-way meet or exceed all horizontal and vertical separation distances required by the affected utilities (hydro, telecommunications, gas etc.). Prior to final site plan approval, all above ground and subsurface infrastructure utilities are to be located and any necessary relocations are identified on the site servicing plan. All associated costs relating to utility relocations shall be at the Owner/Developer's expense.

### **3B – Proposed Conditions of Site Plan Approval (continued):**

18. That the Owner/Developer shall pay the estimated and the actual cost for decommissioning and removal of any services as determined by the General Manager/City Engineer.
19. That the Owner/Developer shall retain a Professional Engineer, licensed in the Province of Ontario, to prepare an on-site engineering works cost estimate using the City's template. The estimate is to be certified by the Professional Engineer. The Owner shall provide the City with cash or letter of credit security for the on-site engineering works in an amount satisfactory to the City. The Owner shall pay the engineering on-site works inspection fee to the satisfaction of the City.
20. That prior to site plan approval, the Owner/Developer shall demonstrate to the satisfaction of the General Manager of Planning and Building Services a commitment to incorporate features into the development that will implement recommendations of the City's Community Energy Initiative (CEI) and the overall goal of becoming a net zero carbon community by 2050.
21. That the Owner/Developer shall be responsible for a payment in lieu of parkland conveyance for the entire development, in accordance with the City of Guelph Parkland Dedication By-Law (2019)-20366 as amended by the By-Law (2019)-20380 or any successor thereof prior to issuance of any building permits.
22. That prior to Site Plan approval, the Owner/Developer shall provide a long form appraisal report prepared for The Corporation of the City of Guelph for the purposes of calculating the amount of payment in-lieu of parkland conveyance pursuant to s.42 of the Planning Act, to the satisfaction of the Deputy CAO of Public Services. The value of the land shall be determined as of the day before the day the first building permit is issued. The long form appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada, and shall be subject to the review and approval of the City in accordance with the Parkland Dedication By-law. Notwithstanding the foregoing, if the appraisal provided by the applicant is not satisfactory to the City, acting reasonably, the City reserves the right to obtain an independent appraisal for the purposes of calculating the payment in-lieu of parkland conveyance.
23. That prior to any grading, tree removal or Site Plan approval, the Owner/Developer shall complete an updated Tree Inventory and Preservation Plan, satisfactory to the General Manager of Planning and Building Services. The updated plan will include:
  - a. The long-term protection of the trees on the adjacent properties, with consideration to achieving a wider buffer and integration of appropriate design changes as may be required;
  - b. Pre and post construction mitigation and monitoring of private and neighbouring trees.
  - c. That prior to any grading, tree removal or Site Plan approval, the Owner/Developer shall complete a Tree Compensation Plan, in addition to or included, with standard landscaping requirements of a Landscape Plan, satisfactory to the General Manager of Planning and Building Services. Should

space not be available for compensation trees on site, an alternative site and/or cash-in-lieu compensation will be provided.

### **3B – Proposed Conditions of Site Plan Approval (continued):**

24. That prior to any grading, tree removal or Site Plan approval, the Owner/Developer shall provide the City of Guelph with a copy of the written letter of consent from the adjacent landowners where private, off-site and/or boundary trees shown on the TIPP are to be removed or the potential for injury/damage may occur.
25. That the Owner/Developer shall agree in the site plan agreement and condominium declaration that adequate sidewalks, lighting and snow removal (on sidewalks and walkways) will be provided to allow children to walk safely to school or to a designated pick-up point.
26. That the Owner/Developer and the Upper Grand District School Board shall reach an agreement regarding the supply and erection of a sign (at the Owner/Developer's expense and according to the Board's specifications) affixed to the permanent development sign advising prospective residents of schools in the area.
27. That the Owner/Developer shall agree to advise all purchasers of residential units and/or renters of same, by inserting the following clause into all offers of purchase and sale/lease:

"In order to limit liability, public school buses operated by Service de transport de Wellington-Dufferin Student Transportation Services (STWDSTS), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up students, and potential busing students will be required to meet the bus at a congregated pick-up point."
28. That the Owner/Developer shall pay all Development Charges prior to the issuance of any building permits.
29. Prior to site plan approval, the Owner/Developer shall demonstrate compliance with the City's Waste Management By-law (2011)-19199.



# Attachment 4 – Official Plan Land Use Designations and Policies



## **Attachment 4 – Official Plan Land Use Designations and Policies**

### **9.3.4 Medium Density Residential**

The use of land within the Medium Density Residential Designation will be medium density housing forms.

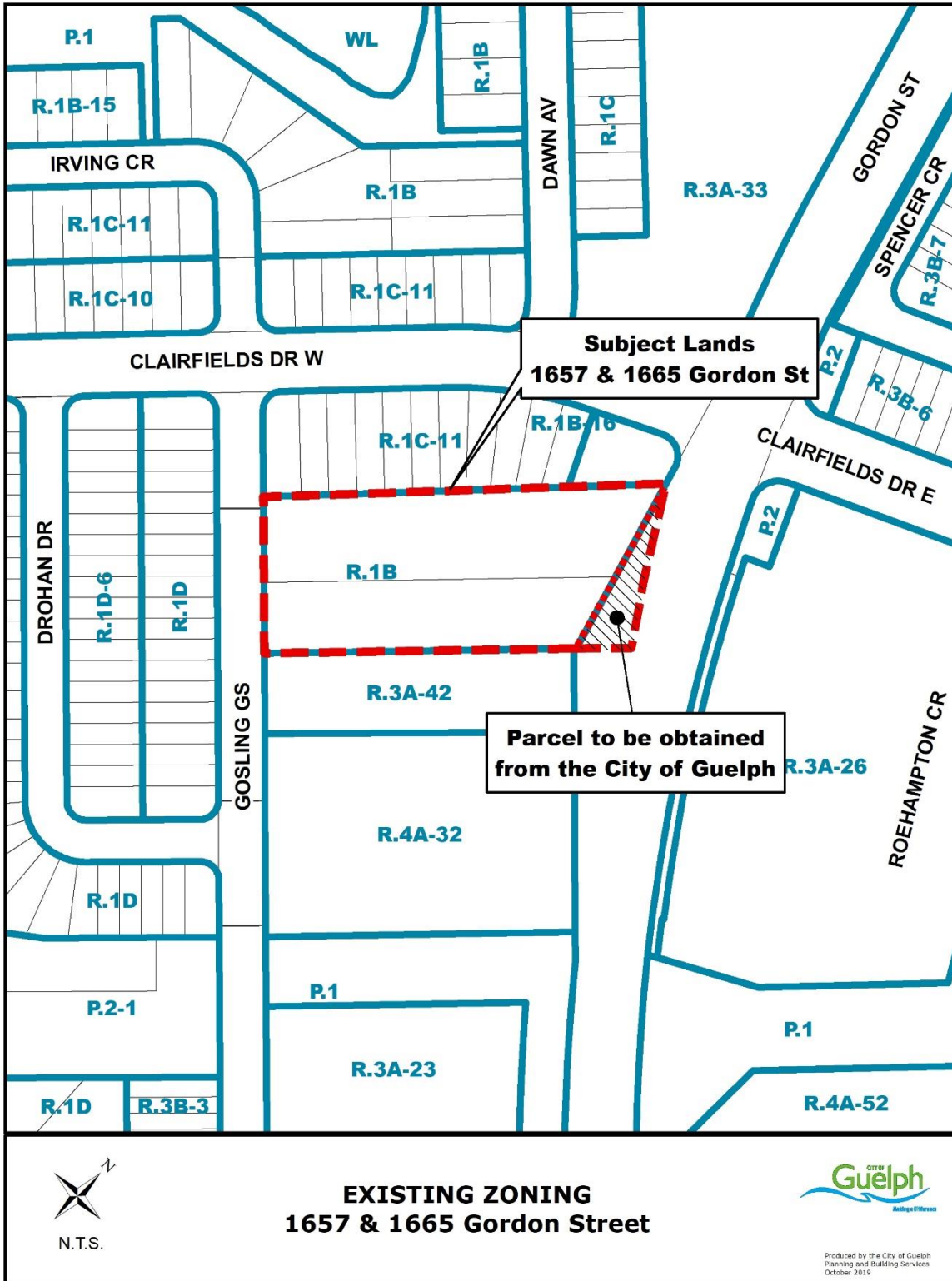
#### **Permitted Uses**

1. The following uses may be permitted subject to the applicable provisions of this Plan:
  - a. multiple unit residential buildings, such as townhouses and apartments.

#### **Height and Density**

2. The minimum height is two (2) storeys and the maximum height is six (6) storeys.
3. The maximum net density is 100 units per hectare and not less than a minimum net density of 35 units per hectare.
4. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

# Attachment 5 – Existing Zoning



**Attachment 6 – Proposed Zoning and Details**



## Attachment 6 – Proposed Zoning and Details (continued)

In accordance with the specialized zoning regulations outlined in Attachment 3 and Section 5.3 of the Zoning By-law as outlined below.

5-9

5.3 RESIDENTIAL **TOWNHOUSE** (R.3) ZONES

5.3.1 PERMITTED **USES**

The following are permitted **Uses** within the Residential **Townhouse** R.3 **Zone**:

15692 5.3.1.1 R.3A – **Cluster Townhouse Zone**

- **Maisonette** dwelling
- **Stacked Townhouse**
- **Cluster Townhouse**
- **Home Occupation** in accordance with Section 4.19
- **Accessory Use** in accordance with Section 4.23

15692 5.3.1.2 R.3B – **On-Street Townhouse Zone**

- **On-Street Townhouse**
- **Home Occupation** in accordance with Section 4.19
- **Accessory Use** in accordance with Section 4.23

5.3.2 REGULATIONS

Within the Residential **Townhouse** R.3 **Zones**, no land shall be **Used** and no **Building** or **Structure** shall be erected or **Used** except in conformity with the applicable regulations contained in Section 4 - General Provisions, the regulations set out in Table 5.3.2, and the following:

5.3.2.1 Maximum **Building** Coverage

20134 Despite Row 8 of Table 5.3.2, in an R.3A, **Cluster Townhouse Zone**, where one **Parking Space** per unit is provided underground or **Garages** are attached or designed as an integral part of the dwelling units, the maximum coverage for the **Buildings** shall be 40 per cent.

5.3.2.2 Minimum **Side** and **Rear Yards** – R.3A **Zones**

5.3.2.2.1 No **Building** shall be located closer to any **Rear** or **Side Lot Line** than a distance equal to one-half the **Building Height**, and in no case less than 3 metres from any **Rear** or **Side Lot Line**.

19063 5.3.2.2.2 Deleted by **By-law** (2010)-19063

## Attachment -6 Proposed Zoning and Details (continued)

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- 5.3.2.3 Minimum Distance Between **Buildings** and **Private Amenity Areas**
- R.3A Zones
- 20134 5.3.2.3.1 The distance between the front, exterior side and rear face of one **Building** and the front, exterior side and rear face of another **Building**, each of which contains windows to **Habitable Rooms** shall in no case be less than 15 metres.
- 19063 5.3.2.3.2 Deleted by **By-law** (2010)-19063
- 17187 5.3.2.3.3 The distance between the interior **Side Yard** of any two **Buildings** on the same **Lot** shall in no case be less than 3 metres.
- 20134
- 19063 5.3.2.3.4 No part of a **Private Amenity Area** shall be located within 10.5 metres of a wall in another **Building** containing windows of **Habitable Rooms** which face the **Private Amenity Area**.
- 17187 5.3.2.3.5 The minimum distance between the **Private Amenity Areas** of two separate **Buildings** shall be 6 metres where one **Private Amenity Area** faces any part of the other **Private Amenity Area** or 3 metres where the **Private Amenity Areas** are side by side and aligned parallel to each other. The minimum distance between a **Private Amenity Area** and the wall of another **Building** shall be 6 metres.
- 5.3.2.4 Minimum **Common Amenity Area** - R.3A Zone
- 5.3.2.4.1
- a) Except for developments which contain less than 20 dwellings, a minimum of 5 m<sup>2</sup> of **Amenity Area** per dwelling shall be provided and be developed as **Common Amenity Area**. This **Common Amenity Area** shall be aggregated into areas of not less than 50 m<sup>2</sup>.
  - b) Despite Section 5.3.2.4.1 a), the following shall apply to **Stacked Townhouse** developments:
    - i) Except for developments which contain less than 20 dwellings, a minimum of 10 m<sup>2</sup> of **Amenity Area** per dwelling shall be provided and be developed as **Common Amenity Area**, and be aggregated into areas of not less than 50 m<sup>2</sup>.
  - c) Where combined **Cluster** and **Stacked Townhouses** occur, the **Common Amenity Area** for the site shall be calculated by using the provisions of Section 5.3.2.4.1 b) for the proportion of units which are stacked and utilizing the provisions of Section 5.3.2.4.1 a) for the proportion of units which are **Cluster Townhouse**.

## Attachment 6 – Proposed Zoning and Details (continued)

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5.3.2.4.2 **Amenity Areas** shall be designed and located so that the length does not exceed 4 times the width.

5.3.2.4.3 A **Common Amenity Area** shall be located in any **Yard** other than the required **Front Yard** or required **Exterior Side Yard**.

5.3.2.4.4 **Landscaped Open Space** areas, **Building** rooftops, patios and above ground decks may be included as part of the **Common Amenity Area** if recreational facilities are provided and maintained (e.g. swimming pools, tennis courts, lounges and landscaped areas).

5.3.2.5 Minimum **Private Amenity Area** Per **Dwelling Unit**

5.3.2.5.1 R.3A **Zone - Cluster Townhouses** and Ground Level **Stacked Townhouse** Units

A **Private Amenity Area** shall be provided for each unit and it shall:

- a) have a minimum area of 20 m<sup>2</sup>;
- b) have a minimum depth (from the wall of the dwelling unit) of 4.5 metres;
- c) have a minimum width equal to the width of the unit when the layout of the unit permits. If the preceding cannot be accomplished, the minimum width of the **Private Amenity Area** shall be 4.5 metres;
- 17187 d) not form part of a required **Front** or **Exterior Side Yard**;
- e) not face onto a public **Street**;
- f) be accessed through a doorway to a hall or **Habitable Room**, other than a bedroom;
- g) be separate and not include walkways, play areas, or any other communal area; and
- 19063 h) be defined by a wall or **Fence**.
- i) to be a minimum distance of 3.0 metres from a side or rear **Lot Line**.

5.3.2.5.2 Despite Section 5.3.2.5.1, for **Stacked Townhouse** units above grade, each **Private Amenity Area** shall:

- a) have a minimum area of 10 m<sup>2</sup>;
- b) consist of a patio or terrace; and
- c) be defined by a wall or railing between adjacent units to a height of 1.8 metres.

5.3.2.5.3 For both **Cluster** and **Stacked Townhouse** developments, **Private Amenity Areas** shall be screened in a manner which prevents viewing into a part of it from any adjacent areas to a height of 1.8 metres. The extent of screening may be reduced if such screening would impair a beneficial outward and open orientation of view and

## Attachment 6 – Proposed Zoning and Details (continued)

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there is not adverse effect on the privacy of the **Private Amenity Area**.

- 5.3.2.6 Maximum Density of Site
- 15378 5.3.2.6.1 The maximum density of **Cluster Townhouse** developments shall be 37.5 dwellings per hectare.
- 5.3.2.6.2 The maximum density for **Stacked Townhouse** Developments shall be 60 dwellings per hectare. This shall be increased by 1 dwelling per hectare for every 6 required resident **Parking Spaces** and associated manoeuvring aisles which are provided underground, up to a maximum density of 75 dwellings per hectare.
- 5.3.2.6.3 For **Townhouse** developments which consist of a mix of **Stacked** and **Cluster Townhouses**, the densities shall be determined separately for blocks on the property.
- 15006 5.3.2.7 Additional Front and Exterior Side Yard Regulations  
Despite Row 5 of Table 5.3.2, for R.3 blocks not located on **Streets** listed in Section 4.24 and located within the boundaries of Defined Area Map Number 66 of Schedule "A" of this **By-law**, the **Front** or **Exterior Side Yard** shall be the average of the existing **Yards** within the same **City Block Face** and where the average of the existing **Yards** within the same **City Block Face** cannot be determined, the minimum **Front** or **Exterior Side Yard** shall be as set out in Row 5 of Table 5.3.2. Where legal off-street **Parking Spaces** are provided within an enclosed **Structure**, a minimum vehicular access of 6 metres between the **Street Line** and **Structure** shall be provided. In addition, location of units within this Defined Area shall be subject to the provisions of a Sight Line Triangle in Section 4.6.2.
- Where a road widening is required in accordance with Section 4.24, the calculation of **Front** or **Exterior Side Yards** shall be as set out in Section 5.3.2.7, provided that the **Yard** is not less than the new **Street Line** established by the required road widening.
- 17187 5.3.2.8 Maximum Driveway Width R.3B Zone On-Street Townhouses  
19691 Maximum **Driveway (Residential)** Width of R.3B **Zone On-Street Townhouses** shall comply with 4.13.7.2.5.



## Attachment 6 – Proposed Zoning and Details (continued)

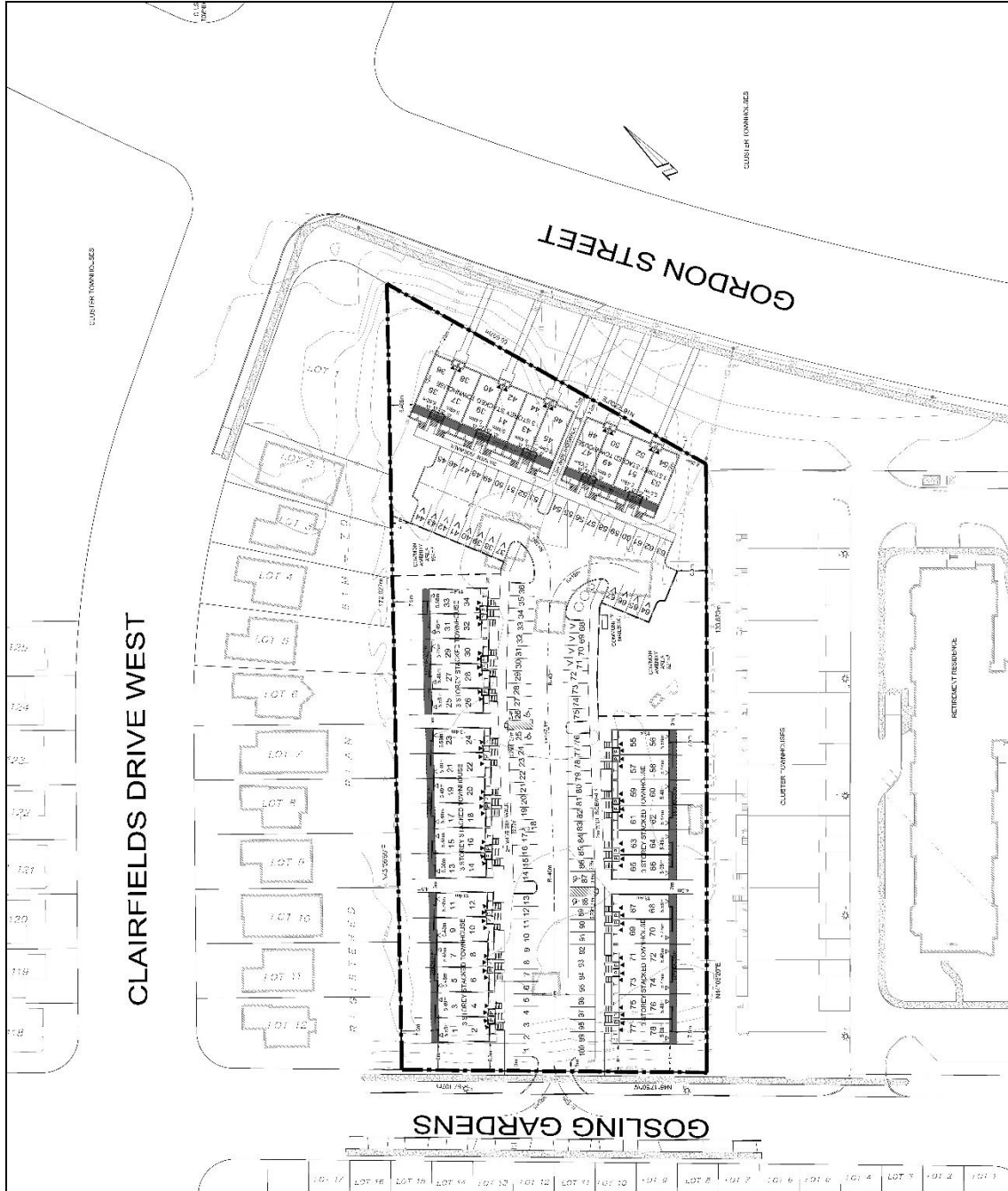
5-13

17187, 19691

**TABLE 5.3.2 - REGULATIONS GOVERNING R.3 ZONES**

Row 1	Residential Type	R.3A Zone Cluster Townhouse	R.3A Zone Stacked Townhouse	R.3B Zone On-Street-Townhouse
2	Minimum <i>Lot Area</i>	800 m <sup>2</sup>	1,000 m <sup>2</sup>	180 m <sup>2</sup>
3	Minimum <i>Lot Area Per Dwelling Unit</i>	270 m <sup>2</sup>	150 m <sup>2</sup>	180 m <sup>2</sup>
4	Minimum <i>Lot Frontage</i>	18 metres	18 metres	6 metres
5	Minimum <i>Front Yard</i>	6 metres and as set out in Section 4.24 and 5.3.2.7.		
5a	Minimum <i>Exterior Side Yard</i>	4.5 metres and in accordance with Sections 4.24, 4.28 and 5.3.2.7		
6	Minimum <i>Side Yard</i>	See Section 5.3.2.2.		1.5m from the side of the <i>Building</i> .
7	Minimum <i>Rear Yard</i>	See Section 5.3.2.2.		7.5 metres
8	Maximum <i>Building Coverage</i> (% of <i>Lot Area</i> )	30	40	50
9	Maximum <i>Building Height</i>	3 <i>Storeys</i> and in accordance with Sections 4.16 and 4.18.		
10	Minimum Distance Between <i>Buildings</i>	See Section 5.3.2.3		--
11	Minimum <i>Common Amenity Area</i>	See Section 5.3.2.4		--
12	Minimum <i>Private Amenity Area</i>	See Section 5.3.2.5		--
13	Minimum <i>Landscaped Open Space</i> (% of <i>Lot Area</i> )	40	40	35
14	<i>Buffer Strip</i>	Where an R.3 <i>Zone</i> abuts any other Residential <i>Zone</i> or any Institutional, Park, Wetland, or Urban Reserve <i>Zone</i> a <i>Buffer Strip</i> shall be provided. Buffer strips may be located in a required <i>Side</i> or <i>Rear Yard</i> .		
15	<i>Fences</i>	In accordance with Section 4.20.		
16	Off-Street Parking	In accordance with Section 4.13.		
17	<i>Accessory Buildings</i> or <i>Structures</i>	In accordance with Section 4.5.		
18	Maximum Number of <i>Dwelling Units</i> in a Row	12. Despite the preceding, where units are adjacent to a public <i>Street</i> , the maximum number of <i>Dwelling Units</i> in a row shall be 8.		8
19	Garbage, Refuse Storage and Composters	In accordance with Section 4.9.		
20	Maximum Density of Site	See Section 5.3.2.6		----
21	Maximum <i>Driveway (Residential)</i> width R.3B <i>Zone On-Street Townhouses</i>			See Section 4.13.7.2.5

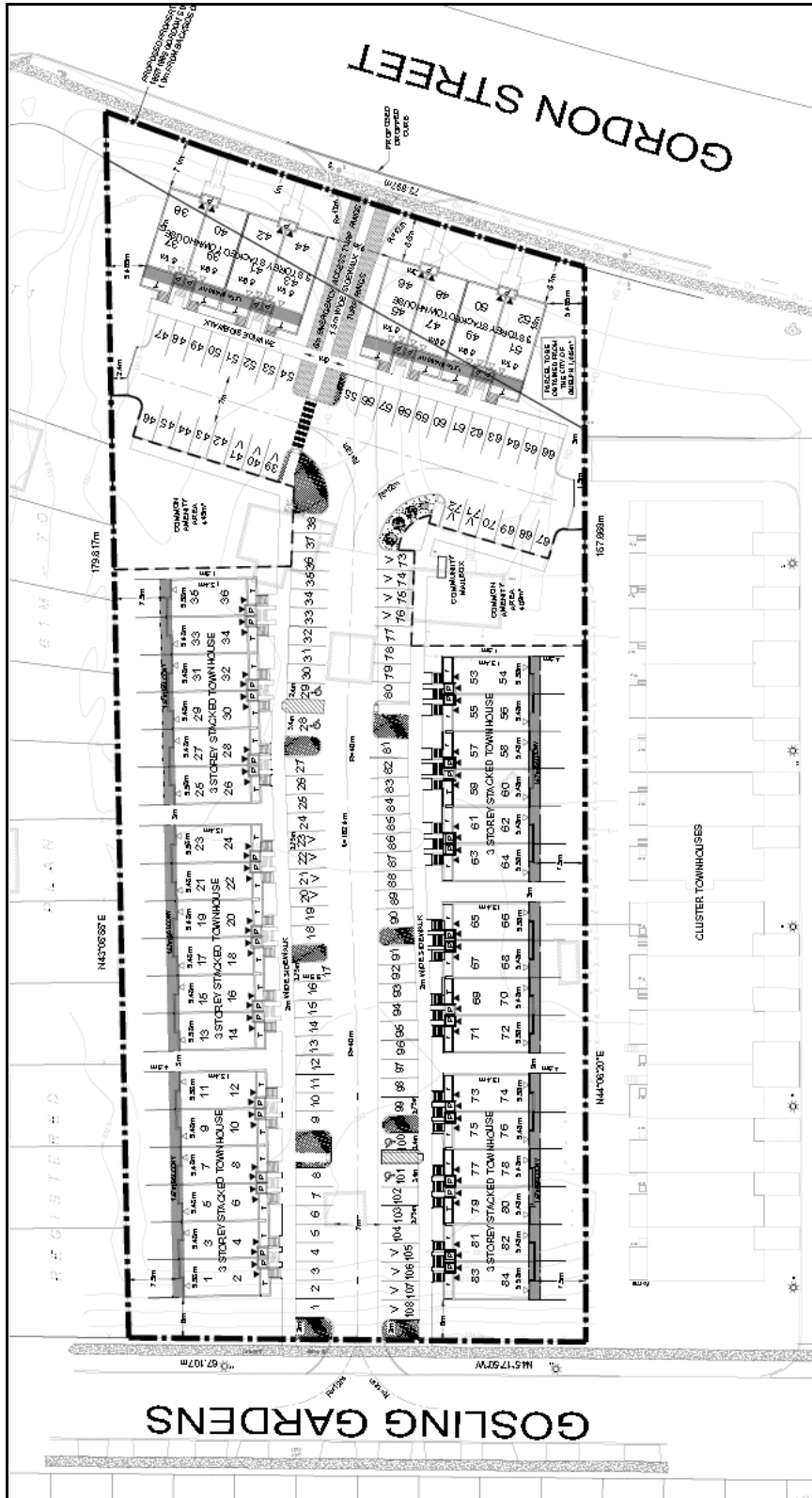
# Attachment 7 – Original Conceptual Site Plan (September 2018)



# Attachment 8 – Alternate Conceptual Site Plan (November 2018)



# Attachment 9 – Current Conceptual Site Plan (October 2019)



**Attachment 10 – Conceptual Renderings**



Figure 1: Conceptual Rendering of Stacked Townhouse Units Fronting onto Gordon Street



Figure 2: Conceptual Rendering of Interior Stacked Townhouse Units

## **Attachment 11 – Staff Review and Planning Analysis**

### **2014 Provincial Policy Statement**

The 2014 Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and is issued under the authority of Section 3 of the Planning Act. The PPS promotes efficient use of land and development patterns and addresses matters of provincial interest in land use planning. As per section 4.2 of the PPS, all planning decisions shall be consistent with the PPS.

Policy Section 1.0 – Building Strong Healthy Communities speaks to efficient land use and development patterns to support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth. This is achieved in part by promoting efficient development and land use patterns with an appropriate range and mix of residential and employment and other uses to meet long term needs (Policy 1.1.1 (a), (b)).

The proposed development is consistent with these principles by:

- Focusing development within the built-up area of the City of Guelph to make the most efficient use of land and existing services.
- Providing for the development on existing roads serviced by alternative transit options and existing infrastructure/public service facilities.
- Providing a form of housing that is complimentary to adjacent residential development.

Policy 1.1.3 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for and efficiently use planned and/or available infrastructure and public service facilities; minimize impacts to air quality and climate change; and support active transportation. Settlement areas are to also contain a range of uses and opportunities for intensification and redevelopment. Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment taking into consideration existing building stock, brownfield sites and the availability of existing or planned infrastructure or public service facilities. The proposed development is within an identified intensification corridor.

Policy 1.4.1 states that planning authorities shall provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents. The proposed development is consistent with the Province's direction by: supporting residential intensification, providing a new residential development form on lands containing appropriate levels of infrastructure, and providing for compact housing through residential intensification.

The proposed development is a compact form of development that will use land and infrastructure efficiently and contribute to the range of housing options in the area. The proposed Zoning By-law Amendment application is consistent with the 2014 Provincial Policy Statement.

### **Places to Grow**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) provides a framework for managing growth in the Greater Golden Horseshoe area and works

to support the achievement of complete communities and to ensure that land to accommodate forecasted population and employment growth will be available when needed.

The current Growth Plan came into effect on May 16, 2019 and applies to any decisions on planning matters made on or after this date. The Growth Plan builds on other provincial initiatives and policies and provides a framework to manage and guide decisions on growth through building compact, vibrant and complete communities by directing growth to built-up areas, the promotion of transit-supportive densities, and a healthy mix of residential, employment and recreational land uses.

The guiding principles of the plan include:

- Building compact, vibrant and complete communities;
- Optimizing the use of existing and new infrastructure to support growth in a compact and efficient form;
- Providing for different approaches to managing growth that recognize the diversity of communities in the Growth Plan.

The subject property is located within the City's "Built-Up Area" as shown on Schedule 1: Growth Plan Elements of the Official Plan.

Section 2.2.1 and 2.2.2 of the Growth Plan identify how population growth will be accommodated within the "Delineated Built-up Areas". These sections introduce policies related to intensification, reducing dependence on the automobile, complete communities and efficient use of infrastructure and public service facilities. The proposed Zoning By-law Amendment conforms with the policies of this section by:

- Directing development to the built-up area;
- Promoting development that supports active and public transportation options;
- Proposing different housing form in the neighbourhood that contributes to the mix of housing types in the area;
- Contributing to the objective of a 'complete community' by encouraging development in close proximity to services, public transit and public open space; and,
- Making efficient use of existing infrastructure and public service facilities (e.g. roads, water and sewer, etc.).

The proposed Zoning By-law Amendment is consistent with and conforms to the Growth Plan for the Greater Golden Horseshoe (2019).

## **Official Plan**

The subject lands are within the delineated "Built-up Area" and are within an "Intensification Corridor" as shown on Schedule 1: Growth Plan Elements of the Official Plan. The subject lands are designated as "Medium Density Residential" on Schedule 2: Land Use Plan of the Official Plan.

Policy 3.3 (Settlement Area Boundary) of the Official Plan states that the City's future development to the year 2031 will be accommodated within the City's settlement area boundary identified on Schedule 1 of the Official Plan. The City will meet the forecasted growth within the settlement area by intensifying generally within the built-up area, with higher densities within the Downtown, the community mixed-use nodes and within the identified intensification corridors.

The land use designation that applies to the subject lands is "Medium Density Residential". The Medium Density Residential land use designation permits multiple unit residential buildings such as townhouses and apartments. The net density of development within the "Medium Density Residential" land use designation is between 35 units per hectare and 100 units per hectare. The minimum height within this designation is two storeys and the maximum height is six storeys. The proposed development is for 84, three-storey stacked townhouse units. The density proposed is 73 units per hectare. The density and height proposed are within the permissible range of the "Medium Density Residential" land use designation.

### **Complete Communities and Intensification**

One of the central themes of the Official Plan is planning for a complete community. This includes ensuring that people's needs for daily living throughout an entire lifetime are met by providing convenient access to a mix of jobs, local services, public transportation and a full range of housing types. All projected population growth to the year 2031 is to be accommodated within the City's current settlement area boundaries and is to be achieved through promoting a compact built form. The proposed development is within the settlement area and an identified intensification corridor. It provides for an alternate form of housing in an area served by public transportation, jobs and local services.

### **Community Energy Initiative Update (2019) and Climate Change**

Section 4.7 of the Official Plan contains policies on Community Energy. Policy 4.7.4.1 of the Official Plan indicates that the City will utilize the development approvals process, such as site plan control, to ensure that new residential development includes sustainable design features.

The Owner/Developer has indicated that they will be including a number of energy efficiency measures within the stacked townhouse development, consistent with the City's Community Energy Initiative (CEI) 2019 update. These initiatives proposed by the Owner/Developer will contribute to the City meeting its goal to become a net zero community by 2050. The Owner/Developer has provided a letter summarizing how their proposal addresses the CEI update (2019), and it is included in Attachment 12.

Staff are recommending a condition to be implemented through site plan approval that the Owner/Developer shall provide a commitment to incorporate features into the development that will contribute to meeting the action items from the CEI (see condition in Attachment 3).

### **Urban Design**

The proposed development is in keeping with the City's urban design goals, objectives and policies. To achieve a complete community, the Official Plan contains policies regarding urban design that apply to all development. Several urban design objectives in the Official Plan apply to the proposed development, including:

- To create neighbourhoods with diverse opportunities for living, working, learning and playing (a);
- To build compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage walking (b); and,



- To design for a choice of mobility including walking, cycling, transit and driving (m).

To provide a detailed analysis of how the development proposal is consistent with and meets the City's urban design policies, the applicant submitted an Urban Design Brief and Addendum. The vision articulated in the Urban Design Action Plan is to transform, over time, the city's five major Community Nodes into distinct "urban villages" – mixed-use, transit and pedestrian oriented places that provide focal points for civic life, higher density housing, office and retail employment and live-work opportunities. The subject lands are included in the urban design concept plan for the Gordon/Clair Community Mixed Use Node endorsed by Council in July 2016. As articulated and shown on the concept plan, the following key ideas are included:

- Creating adaptable urban blocks that promote connectivity and pedestrian/cyclist movement; and,
- Design, site and orient the buildings along Gordon Street to reflect the importance of Gordon Street as a main north-south connector and its role as a key transit route.

In April 2019, Council approved the Built Form Standards for Mid-rise Buildings and Townhouses. The Built Form Standards ensure that the future development and design of mid-rise and townhouse forms is appropriate for the City based on existing context and contemporary urban design practices. Based on the approved Built Form Standards, staff is supportive of the approach to the design of the site shown on the concept plan and the Urban Design Brief Addendum. Comments from the City's Senior Urban Designer can be found in Attachment 13.

### **Residential Development Policies**

Section 9.3 of the Official Plan contains policies that apply to the residential land use designations. The proposed development satisfies the residential objectives. These objectives include:

- Facilitating the development of a full range of housing types and densities to meet a diversity of lifestyles and the social needs and well-being of current and future residents throughout the City;
- Ensuring compatibility between various forms of housing and between residential and non-residential uses;
- Maintaining the general character of built form in existing established residential neighbourhoods while accommodating compatible residential infill and intensification;
- Directing new residential development to areas where full municipal services and infrastructure is available and can be provided in an efficient and cost effective manner;
- Ensuring new development is compatible with surrounding land uses and the general character of neighbourhoods; and
- Ensuring new residential development is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling and transit.

Policy 9.3.1.1 of the Official Plan provides development criteria for multi-unit residential buildings and intensification proposals. This criteria is to be used to assess development proposals for multi-unit residential development within all

## **Residential Development Policies (continued)**

residential designations and for intensification proposal within existing residential neighbourhoods. The criteria are listed below and applied to this development application in addition to the applicable urban design policies of the Official Plan discussed previously.

1. Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.

The Official Plan defines "compatible" as development or redevelopment which may not necessarily be the same as, or similar to, the existing development, but can co-exist with the surrounding area without unacceptable adverse impact. The proposed townhouse development is considered to be compatible with the adjacent single detached residential dwellings to the north and west and the townhouses and retirement residence to the south.

Based on the proposed density, size, height and location of the proposed development, it represents balanced development that provides for intensification while respecting and maintaining adjacent land uses. The proposed development provides an alternative supply of housing and is adequately served by municipal infrastructure and amenities. Proposed setbacks reflect existing permissions and are consistent with the existing and permitted setbacks of the adjacent developments. The parking area is mostly hidden between the townhouse blocks. Building materials and colours will be addressed at the site plan approval stage.

2. Proposals for residential lot infill will be compatible with the general frontage of lots in the immediate vicinity.

The proposed development will not be creating new lots through infill. However, as a result of and to accommodate the proposed development, two existing lots with single detached dwellings have been assembled. These two lots will be merged into a new single parcel for the proposed development.

3. The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.

Major retail and commercial facilities are located within one kilometer to the south at Gordon Street and Clair Road, which forms the Gordon/Clair Community Mixed Use Node and recreation facilities are within one kilometer to the south at the South End Community Park. The residential development can be adequately served by schools, trails and parks. The School Boards were circulated notice of this application and they have indicated that students can be accommodated within their schools. Guelph Transit runs along Gordon Street at regular intervals.

4. Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections.

Engineering and Transportation Services staff have reviewed the application and the Transportation Impact Study submitted with the application and conclude that the adjacent roads and intersections can accommodate the additional traffic that will be generated by the proposed development.

## **Residential Development Policies (continued)**

5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated.

Vehicular access to the site will be from Gosling Gardens and an emergency access will be provided to Gordon Street. The proposed parking on site exceeds the parking required by the City's Zoning By-law.

6. That adequate municipal infrastructure, services and amenity areas for residents can be provided.

Engineering staff have confirmed that there is adequate servicing capacity available to service the proposed development. Common amenity area is being provided in accordance with the requirements of the Zoning By-law.

7. Surface parking and driveways shall be minimized.

Adequate parking is provided on site to meet the needs of the residents and visitor parking is also provided. Access to the site will be from Gosling Gardens and the access to Gordon Street will be an emergency access only.

8. Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclists and vehicular traffic, where applicable.

The applicant is acquiring the surplus lands from the City, which will provide a more consistent built form along Gordon Street. The development will help reinforce access to the existing public street grid network in the area. This will provide access for pedestrians to the sidewalks on both Gordon Street and Gosling Gardens.

9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.

Fill will be required to bring the site up to the road elevation. The proposed interior townhouses will have walk-out basements in order to match the existing north and south grades at the property lines. Engineering staff have reviewed grading and drainage and have no concerns. Impacts from wind and shadowing are not expected as the proposed townhouses are three storeys in height and the setbacks to the property lines are in accordance with the requirements of the Zoning By-law.

10. The development addresses public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System, where applicable.

The proposed development will address public safety and accessibility by having direct pedestrian connections to Gordon Street and Gosling Gardens. There are no identified public views that will be impacted or obstructed by the building.

11. The conservation and integration of cultural heritage resources, including identified key public views can be achieved subject to the provisions of the Cultural Heritage Resources Section of this Plan.

Stage 1 and 2 Archaeological Assessments were submitted as part of a complete application which would have identified any heritage resources on the subject lands. In addition, the City's Senior Heritage Planner has reviewed the development proposal and did not identify any cultural heritage resource impacts from the development.

## Review of Proposed Zoning

In addition to the regulations set out in Section 5.3.2 – “Residential Cluster Townhouse (stacked townhouses)” (R.3A) Zone of Zoning By-law (1995)-14864, as amended, the following chart summarizes the requested specialized zoning regulations:

Figure 3: Specialized Zoning Regulations

	Required	Proposed
Minimum Lot Area Per Dwelling Unit	150 m <sup>2</sup>	137 m <sup>2</sup>
Maximum Density	60 units per hectare	73 units per hectare
Minimum Ground Level Private Amenity Area Per Dwelling Unit	20 m <sup>2</sup>	11.9 m <sup>2</sup>
Minimum Width of Ground Level Private Amenity Area Per Dwelling Unit	Minimum width equal to the width of the unit but in no case less than 4.5 metres.	Minimum width is not equal to the width of the unit and will be a minimum of 4.5 metres in width.

## Analysis of Proposed Zoning

To permit a minimum lot area per dwelling unit of 137 square metres, whereas a Table 5.3.2, Row 3 requires a minimum lot area per dwelling unit of 150 square metres.

Staff comment: the site is located within the Gordon Street intensification Corridor where higher density residential is encouraged by the Official Plan. By allowing a slightly less lot area per dwelling unit (13 square metres less), the density of the site can be increased, thereby implementing Official Plan policies for the Gordon Street Intensification Corridor. While the proposed lot area per dwelling unit is less than required, other zoning requirements such as parking and common amenity area provisions in the Zoning By-law have been met and/or exceeded by the proposed site design.

To permit a maximum density of 73 units per hectare, whereas Section 5.3.2.6 of the Zoning By-law permits a maximum density of 60 units per hectare.

Staff comment: the maximum density permitted in the R.3A Zone is an outdated zoning standard from the 1995 Zoning By-law. The current maximum density is not in conformity with the “Medium Density Residential” land use designation which permits up to 100 units per hectare.

The next two specialized zoning regulations both deal with ground level private amenity area. The first specialized zoning regulation requested is to permit a minimum ground level private amenity area of 11.9 square metres, whereas

Section 5.3.2.5.1(a) of the Zoning By-law requires a minimum ground level private amenity area of 20 square metres.

Staff comment: this specialized regulation is requested to provide for walk-out sunken terraces. These sunken terraces are smaller than what the by-law requires for ground level units but exceed the 10 square metres required for above grade units.

The second specialized zoning regulation is requested to permit the ground level private amenity area to not have a minimum width equal to the width of the unit, whereas Section 5.3.2.5.1(c) of the Zoning By-law requires a minimum width equal to the width of the unit when the layout of the unit permits and in no case less than 4.5 metres.

Staff comment: this specialized regulation is requested for the at-grade private amenity areas because the design of these units does not allow the area to extend the full width of the unit, however, the minimum width does exceed 4.5 metres.

In addition to the above, staff are recommending a "Holding" ('H') Symbol on the subject lands to ensure that the land acquisition of the City's surplus lands has been finalized. The 'H' (Holding) Symbol may be removed when the following condition has been met to the satisfaction of the City:

Prior to the removal of the Holding ('H') Symbol, the Owner shall acquire the parcel of land legally described as Part 3 on Reference Plan 61R-21700.

Acquisition of this parcel of land by the Owner/Developer is required prior to development proceeding on the subject lands. Acquisition of the parcel of land can not be finalized until the Stop-Up and Close By-law has been registered. Prior to registering the By-law, utilities within this parcel of land need to be relocated. The Owner/Developer has entered into agreements with the utility companies having infrastructure to be relocated.

## **Engineering**

Policy 6.1.3 of the Official Plan requires all new development to be on full municipal services, including sanitary sewers, water supply, stormwater management and transportation networks. Engineering and Traffic staff have reviewed the development proposal and supporting studies and have confirmed that the development can be supported by full municipal services and that sufficient capacity is available. The property owner/developer will be responsible for all costs associated with connecting, decommissioning existing and upgrading municipal services, where necessary. Engineering staff have provided conditions which are included in Attachment 3 and the full Engineering comments can be found in Attachment 13.

## **Traffic**

A Transportation Impact Study (TIS) was submitted by the applicant and reviewed by the City's Transportation Engineer. The TIS concluded that the vehicular traffic can be accommodated without impacting existing traffic.

## **Site Access**

A full moves access is proposed from Gosling Gardens. An emergency access is proposed to Gordon Street. An emergency access is required in accordance with the Development Engineering Manual as the road exceeds 150 metres in length.

## **Parking**

Parking for the proposed development is being provided in excess of the parking requirements of the Zoning By-law. Section 4.13.4.3 of the Zoning By-law requires 1 parking space per townhouse unit. Therefore, 84 parking spaces are required for 84 stacked townhouse units. Section 4.13.6 of the Zoning By-law requires a minimum of 20% of the calculated required total to be provided for visitors. 84 required parking spaces in total require 17 visitor parking spaces for the development. The applicant is proposing 108 parking spaces for the development.

## **Acquisition of City's Surplus Lands**

The applicant has entered into a Memorandum of Understanding with the City for acquiring the triangular parcel of land, being approximately 1,035 square metres in size. The sale of the subject parcel has been done in accordance with the City's Surplus Lands Policy. Realty Services completed an initial circulation to city departments requesting comments for declaring this portion of the Gordon Street road allowance as surplus. A "Stop-up and Close" By-law was approved by Council on November 25, 2019 to close this portion of the Gordon Street road allowance.

## **Comments Received on the Application and at the Statutory Public Meeting**

The Statutory Public Meeting was held on December 10, 2018. Below is a summary of issues raised at the public meeting and through the circulation of the application.

### **Density**

Concerns were raised that the proposed density was too high given the maximum permitted density in the R.3A zone of 60 units per hectare.

Staff response: although the standard R.3A zone permits a maximum density of 60 units per hectare, the existing zoning is not in conformity with the "Medium Density Residential" land use designation which permits up to 100 units per hectare. The proposed density can be accommodated on the site and is considered to be appropriate for this location.

### **Groundwater Levels**

Written comments were received regarding groundwater levels and any estimate of the seasonally high watertable taking into account the expected rise in watertable.

Staff response: The applicant submitted a number of supporting documents that were reviewed by staff including a Hydrogeological Investigation and Geotechnical Engineering Report. The City's Hydrogeologist reviewed the Hydrogeological Investigation with regards to any impacts or changes to the groundwater functions and how the proposed stormwater management mitigates these impacts. One year of groundwater monitoring was completed as per the City's design criteria. Sufficient data was provided by the Developer to establish the seasonal high ground water elevation and the preliminary design of the proposed infiltration galleries are set at a suitable elevation in accordance with the design guidelines provided by the Ministry of the Environment, Conservation and Parks (MECP).

### **Traffic**

There were concerns relating to the increase of traffic along Gosling Gardens. Some comments suggested that access should be prohibited along Gosling

Gardens. There were also questions regarding how traffic studies address cumulative impact of planned development along Gordon Street.

Staff response: A Transportation Impact Study was submitted by the applicant and reviewed by the City's Transportation Engineer. The TIS concluded that the vehicular traffic can be accommodated without impacting existing traffic.

Transportation Impact Studies prepared for development applications take into account the cumulative impact of traffic for existing and proposed developments. A TIS describes the study areas and road systems, analyzes existing traffic conditions and forecasts future background and total traffic volumes for two horizons.

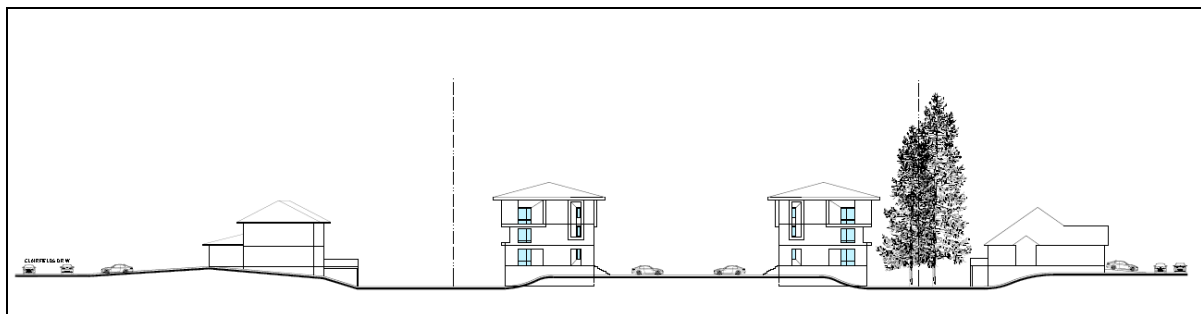
### **Height of Proposed Buildings and Privacy/Overlook**

There were concerns regarding the proposed building heights being incompatible with the existing neighbourhood. There were also concerns regarding walk-out basements along the north property line, giving the townhouses the appearance of being 4 storeys in height from the back and causing privacy/overlook issues.

Staff response: The maximum permitted building height in the R.3A zone is 3 storeys. The proposed stacked townhouses will be a maximum of 3 storeys in height. The existing zoning for the properties on Gosling Gardens and Clairfields Drive allows for a maximum height of 3 storeys.

In order to bring the site up to the road elevation, approximately 2 metres of fill will be required in the central portion of the site under the condominium road and parking area. To match the existing grades at the north and south property lines, the proposed interior units will have walk-out basements. The walk-out basements for the stacked townhouses will match the grades of the walk-out basements of the existing single detached dwellings to the north. The proposed building setback to the north and south property lines is 7.5 metres, which includes a 3 metre wide landscape buffer along both the north and south boundary property lines. The landscape buffer along with a building setback of 7.5 metres and an existing minimum rear yard setback of 7.5 metres for the existing single detached dwellings (15 metres total separating buildings) will ensure an appropriate transition between the proposed development and existing residential dwellings and mitigate privacy/overlook concerns. A cross-section/elevation drawing showing the height of the proposed townhouses in relation to the existing dwellings is included below.

Figure 4: Cross-section of Height of Towns in Relation to Existing Houses on Clairfields Drive



### **Number of Specialized Regulations**

Concerns were raised regarding the number of exceptions to the standard R.3A zone and the cumulative impact of specialized regulations.

Staff response: It is common practice for applicants to request specialized regulations to parent zones (ie. R.3A). The 1995 Zoning By-law does not contemplate the built form that we see in today's market. Every property is unique and has different characteristics and development constraints. Standard zoning categories cannot be applied to "fit" every property. Staff look at specialized requests on a site-specific basis.

The revised proposal results in the number of specialized regulations required being reduced. The requested specialized regulations do not represent an over-development of the site. An analysis of how these specialized regulations are appropriate is provided earlier in the report.

### **Parking on-site**

Concerns were raised regarding the number of parking spaces provided on site. Concerns were that sufficient parking is not being provided and therefore residents and visitors will be parking on Gosling Gardens.

Staff response: parking for the proposed development is being provided in excess of the parking requirements of the Zoning By-law. Section 4.13.4.3 of the Zoning By-law requires 1 parking space per townhouse unit. Therefore, 84 parking spaces are required for 84 stacked townhouse units. Section 4.13.6 of the Zoning By-law requires a minimum of 20% of the calculated required total to be provided for visitors. 84 required parking spaces in total require 17 visitor parking spaces for the development. The applicant is proposing 108 parking spaces for the development.

### **Cumulative Impact of Development along Gordon Street**

Questions were raised regarding the cumulative impact of development along Gordon Street.

Staff response: Development is expected to occur along Gordon Street in accordance with the Council-adopted Official Plan vision for the Gordon Street Intensification Corridor. Urban Design Concept Illustrative Diagrams for the Gordon/Clair Community Mixed Use Node were endorsed by Council in July 2016 and Urban Design Concept Plans for the Gordon Street Intensification Corridor were endorsed by Council in April 2018. The purpose of these documents is to create a vision for the intensification of this area and establish design considerations to demonstrate future development scenarios.



Figure 5: Subject Lands Shown in Excerpt from Urban Design Concept Illustrative Diagrams - Gordon/Clair Community Mixed Use Node



### **Waste Collection**

Questions were raised regarding how on-site waste removal and storage would be handled.

Staff response: Waste collection is addressed through the site plan approval process. Prior to site plan approval, the proposed development will need to comply with the Waste Management By-law (2011)-19199. A condition to this effect is included in Attachment 3. Considerations and opportunities are developed as part of a Waste Management Plan that would facilitate the transition to City collection at some point in the future.

### **Noise Study**

A question was raised whether a noise study was submitted with this application.

Staff response: This application was submitted prior to the City's Noise Control Guidelines coming into effect on January 1, 2019, so a noise study was not required for the Zoning By-law Amendment application, however, a noise study is required prior to site plan approval. A condition has been included in Attachment 3 to this effect.

### **Lighting**

Concerns were raised regarding the impact of lighting from the proposed development on adjacent properties.

Staff response: As part of site plan approval, the owner/developer is required to provide a photometric plan, prepared by a Professional Engineer. The photometric plan is required to demonstrate that there will be no light trespass onto adjacent private properties from exterior lighting fixtures.

## Attachment 12 – Community Energy Initiative Update Commitment

**Marann Homes Ltd**  
32 Beaver Meadow Drive  
Guelph, ON  
N1L 1N3  
Ph:

September 15, 2019

City of Guelph  
Planning, Urban Design and Building Services  
Infrastructure, Development and Enterprise  
1 Carden Street  
Guelph, ON N1H 3A1

**Attention: Lindsay Sulatycki, Development Planner**

**RE: 1665 Gordon St 84-unit Phased Condominium Stacked Townhouse  
Community Energy Initiative**

Please accept this letter outlining Marann Homes Ltd. commitment to the City's Community Energy Initiative and contributing to the goal of being a Net Zero Carbon Community by 2050.

The proposed development at 1657/1665 Gordon St will continue to support the City's Community Energy Initiative through the implementation of the following conservation and future proofing measures:

- All dwellings will be equipped with low flow faucets and showerheads and low volume flush toilets;
- All dwellings will incorporate Low VOC (volatile organic compounds) emitting and recycled materials wherever possible;
- All dwellings will be equipped with low emissivity windows to reduce heat loss and heat gain; thus reducing their energy bills and the loads on the grid during cooling season
- Each resident will have access to individual controls for the heating, cooling, lighting and ventilation;
- The project will incorporate light fixtures which utilize energy efficient bulbs with refractor and cut-off shields to reduce energy consumption and minimize light pollution;
- Advanced radon rough in measures
- Blue built bronze or greater;
- Improve exterior air barrier to reduce air leakage to 1.5 ACH or less;
- Increased insulation values to make more efficient and comfortable for the buyer while ensuring affordability in the community;
- Streetlights will include automated controls which will turn off when natural lighting is sufficient;
- Private waste collection will be provided and will comply with the City of Guelph's three stream system;
- Drought resistant soft landscape materials will be utilized wherever possible;

- Street trees will be planted to enhance tree canopy and eventually provide cooling to the surrounding dwellings as well as contribute to the overall urban forest canopy;
- A comprehensive erosion and sediment control plan will be implemented on the site for the duration of the construction.
- We will be installing an electric car charging station and roughing in the conduit throughout the site to be able to more easily add additional charging stations as required
- Each block of units will be prewired for solar panels

Improved air tightness of the homes results in significant energy reductions and reduced loads on the mechanical systems resulting in reduced carbon emissions.

In addition, during construction, a construction waste management plan will be implemented, and local materials will be sourced, where possible, in order to reduce the environmental impact on the transportation system. The site is located directly on the municipal public and regional bus route which provides residents with alternative transportation options. It is also located close to the city's Clair and Gordon commercial node, allowing residents to be able to walk to nearby shops, theatre, services and restaurant options.

With this in mind, we believe the proposed development demonstrates Marann Home's commitment to building energy efficient homes, advancing sustainable building practices and taking into account current and future developments in sustainable energy. We would be happy to discuss further if you have any questions.

Regards,  
Marann Homes Inc



Michael Watt  
Vice President, Land Development

### Attachment 13 – Departmental and Agency Comments

<b>Respondent</b>	<b>No Objection or Comment</b>	<b>Conditional Support</b>	<b>Issues /Concerns</b>
Development Planning		√	Site Plan Approval Required; Subject to conditions in Attachment 3
Engineering*		√	Site Plan Approval Required; Subject to conditions in Attachment 3
Landscape Planning		√	Subject to conditions in Attachment 3
Urban Design*		√	Site Plan Approval Required
Parks Planning*		√	Subject to conditions in Attachment 3
Heritage Planning	√		
Guelph Hydro/Alectra		√	
Upper Grand District School Board*		√	Subject to conditions in Attachment 3
Zoning	√		
Guelph Police Service	√		
Guelph Fire	√		
Union Gas Ltd.	√		

\*Letters attached.

## Internal Memo



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Date November 14, 2019  
To **Lindsay Sulatycki**  
From Michelle Thalen  
Service Area Infrastructure, Development and Enterprise Services  
Department Engineering  
**Subject 1657 & 1665 Gordon Street, OZS18-003**

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The application is for a Zoning By-law Amendment to permit the development of stacked townhouses with a maximum of 84 units where there is currently two (2) detached dwellings and accessory structures.

The comments below are in response to the review of the following plans & reports:

- Functional Servicing and Stormwater Management Report (FSR) – MTE Consultants Inc. (revised June 20, 2019);
- Hydrogeological Investigation – MTE Consultants Inc. (revised June 20, 2019);
- Phase 1 Environmental Site Assessment – MTE Consultants Inc. (Dec. 4, 2018);
- Letter of Reliance, Phase 1 Environmental Site Assessment – MTE Consultants Inc. (June 19, 2019);
- Geotechnical Engineering Report – MTE Consultants Inc. (Aug. 7, 2018);
- Transportation Impact Study (TIS) – Paradigm Transportation Solutions Ltd. (January 2019).

### **Road Infrastructure:**

Gordon Street abutting the subject property is currently a four (4) lane arterial road with asphalt pavement with curb and gutter and concrete sidewalk on the development side.

Fronting the subject lands, a service road that provides vehicular access to the single family properties on the west side of Gordon Street remains but will become redundant and is proposed to be removed after redevelopment of this site. This was examined comprehensively during the review and approval of the adjacent lands currently occupied by the senior's residences which are known municipally as 1671 and 1691 Gordon Street. The sale of the land currently within the existing surplus service road fronting this site, has been undertaken by Legal and Realty staff and the stop up and closure bylaw required for the municipal service road will

be presented to Council prior to the final rezoning of the lands. As such staff have proposed that the rezoning of the subject lands have a holding symbol (H) placed on the site which the applicant can apply to lift after the finalization of the land sale and the passing and registration of the stop up and closure bylaw.

**Source Water Protection:**

Source Water Protection staff have no comments at this time but will require a Salt Management Plan to be included with the formal Site Plan submission.

**Traffic Services:**

Traffic Services staff have had extensive consultation with the applicants throughout the design process and have reviewed the Traffic Impact Study (January 2019) submitted and agree with its findings and methodologies used. Staff will require, during detailed site plan design, that the proposed emergency access be in accordance with the Ontario Building Code and be controlled by park gates or bollards at either end.

The recommendations in the Planning Justification Report offer TDM-supportive measures to include in the development and staff will work with the applicant during site plan submission to identify potential EV parking for both visitors and residents as well as sheltered visitor bicycle parking.

**Municipal Services:**

**Gordon Street**

Currently within the Gordon Street right-of-way are a 200mm diameter sanitary sewer forcemain, a 400mm diameter watermain and a 600mm diameter storm sewer. Staff do not recommend connection to any of the municipal services within Gordon Street for this project and will be seeking removal of the existing laterals servicing the two residences during detailed site design.

**Gosling Gardens**

The Gosling Gardens right-of-way contains a 200mm diameter sanitary sewer, a 300mm diameter watermain and a 300mm diameter storm sewer.

**Servicing Capacity**

It has been confirmed that adequate sanitary and water capacities are available to service the development as conceptually proposed.

The Developer shall be advised that there is potential for marginal water supply pressures at the proposed development under certain conditions such as peak hour demand scenario at locations with elevation greater than 346 m height above mean sea level (AMSL) and average day demand scenario at locations with elevation greater than 339 m height AMSL in the existing water system. Any means to mitigate this water pressure scenario to meet current Ontario Building Code standards on site is the responsibility of the Developer.

**Stormwater Management:**

The subject lands currently drain uncontrolled to a storm outlet on the adjacent lands that discharges to the municipally owned greenway located south of the site. This current storm outlet was constructed during the development of the senior's residences and was provided for the drainage of the subject lands. The proposed storm water system has been designed to collect, store and treat for quality the surface flows and discharge to the existing outlet at a rate not exceeding the predevelopment conditions. The clean roof water will be directed to an onsite infiltration gallery to ensure that the groundwater recharge will match predevelopment conditions. Geotechnical testing of the soils have indicated that the location of the proposed infiltration galleries should perform as advised and further permeameter testing of the soils at the time of site plan will be required as per the requirements in the current Development Engineering Manual (DEM).

The hydrogeological report has reviewed by the City's hydrogeologist and Engineering staff are relying on his feedback and comments for the development proposal in regards to any impacts or changes to the groundwater functions and how the proposed stormwater management mitigates these impacts. These comments can be found under separate cover.

One year of groundwater monitoring was completed as per the City's design criteria. Sufficient data was provided by the Developer to establish the seasonal high ground water elevation and the preliminary design of the proposed infiltration galleries were set at a suitable elevation in accordance with the design guidelines provided by the Ministry of the Environment, Climate and Parks (MECP).

**Environmental:**

The Phase I Environmental Site Assessments (ESAs) was conducted in accordance with the Canadian Standards Association (CSA) Z768-01 and Z768-00 format (as amended), respectively, as part of due diligence requirements (i.e. to identify actual or potential contamination) for a potential real estate transaction. City staff has reviewed the ESA and is satisfied that the report was conducted in manner consistent with all Acts, Regulations and Guidance documents, and has received and accepted a Letter of Reliance from a Qualified Person (QP).

The Owner is required to prepare the final documentation for the decommissioning of septic tanks and/or leaching beds, and submit them for our records and reference as part of the Site Plan Control application submission.

The Owner will also be required to ensure that all boreholes and monitoring wells installed for environmental, hydrogeological or geotechnical investigations are properly decommissioned prior to site grading and servicing in accordance with current MOE regulations (O.Reg. 903 as amended) and to the satisfaction of the General Manager/City Engineer.

## **Staff Recommendations**

### **Zoning By-Law Amendment Application**

Engineering supports approval of the zoning by-law amendment application with a holding symbol (H) until such time that the stop up and closure bylaw is registered and the land sale is finalized.

### **Future Planning Approval Conditions**

The following conditions are provided as information to Council and will be imposed through site plan approval unless noted otherwise.

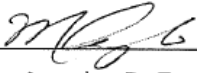
1. The Owner shall apply to the City for site plan approval in accordance with Section 41 of The Planning Act. The application shall include submitting detailed site plan, indicating such items as proposed servicing, grading and drainage, erosion and sediment control, access, parking and traffic circulation of the General Manager/City Engineer. Such plans shall be certified by a Professional Engineer. All applications for a building permit shall be accompanied by a plan that shows that the proposed building, grading and drainage is in conformance with the approved overall drainage and grading plan.
2. The Owner acknowledges and agrees that ensuring the suitability of the land from an environmental engineering perspective, for the proposed use(s) is the responsibility of the Developer/Landowner.
3. Prior to site plan approval and prior to any construction or grading on the lands, the Owner shall provide to the City, to the satisfaction of the General Manager/City Engineer, any of the following studies, plans and reports that may be requested by the General Manager/City Engineer. The cost related to preparation and implementation of such studies, plans and reports shall be borne by the Owner.
  - A Stormwater Management Report and plans certified by a Professional Engineer in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment's "Stormwater Management Practices Planning and Design Manual". The report must be updated to demonstrate monthly water balance and show how the site will achieve a post-development groundwater recharge that is equal to the pre-development recharge. It shall also include results of on-site permeameter testing and completed groundwater monitoring program data.
  - A Grading, Drainage and Servicing Plan prepared by a Professional Engineer for the site.



- A Detailed Erosion and Sediment Control Plan, certified by a Professional Engineer that indicates the means whereby erosion will be minimized and sediment maintained on-site throughout grading and construction.
  - A Construction Traffic Access and Control Plan for all phases of servicing and building construction.
  - A Detailed Noise Study certified by a qualified Professional Engineer in accordance with the City of Guelph Noise Control Guidelines.
  - A Salt Management Plan in accordance with the City's Guidance Document for Proponents.
4. The Owner shall, to the satisfaction of the General Manager/City Engineer, address and be responsible for adhering to all the recommended measures contained in all plans, studies and reports submitted.
  5. The Owner shall obtain a site alteration permit in accordance with City By-law (2016)-20097 to the satisfaction of the General Manager/City Engineer if grading or earthworks are to occur prior to site plan approval.
  6. Prior to any construction or grading on the lands, the Owner shall construct, install and maintain erosion and sediment control facilities, satisfactory to the General Manager/City Engineer, in accordance with a plan that has been submitted to and approved by the General Manager/City Engineer.
  7. Prior to any construction or grading on the lands, the Owner shall obtain written permission from the affected landowners for any proposed grading or servicing works outside of the subject lands.
  8. The Owner shall pay to the City the actual cost of the design and construction including the new driveway entrances and required curb cut and/or curb fill. Furthermore, prior to approval of the plans and prior to any construction or grading on the lands, the Owner shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the construction of the new driveway entrances and required curb cut and/or curb fill.
  9. The Owner shall grade, develop and maintain the site including the storm water management facilities designed by a Professional Engineer, in accordance with a Site Plan that has been submitted to and approved by the General Manager/City Engineer. Furthermore the Owner shall have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system and that the storm water management system was built as it was approved by the City and that it is functioning properly.

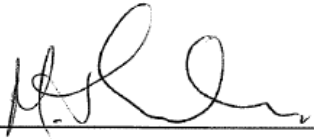
10. The Owner shall ensure that any existing domestic wells as well as all boreholes and monitoring wells installed for environmental, hydrogeological or geotechnical investigations are properly decommissioned in accordance with current Ministry of the Environment regulations (O.Reg. 903 as amended) and to the satisfaction of the General Manager/City Engineer, prior to site plan approval and prior to any construction or grading on the lands.
11. Prior to demolition of the existing houses, the Owner shall locate the position of any existing sanitary sewer, storm sewer, water service laterals and septic systems serving the existing houses. The Owner shall be responsible for the entire cost of removing the existing service laterals from the said lands satisfactory to the City, and removal of any existing septic systems satisfactory to the City.
12. The Owner acknowledges that the City does not allow retaining walls higher than 1.0-metre abutting existing residential properties without the permission of the General Manager/City Engineer.
13. The Owner shall stabilize all disturbed soil within 90 days of being disturbed, control all noxious weeds and keep ground cover to a maximum height of 150 mm (6 inches).
14. The Owner shall make satisfactory arrangements with Guelph Hydro/Alectra and phone and cable providers for the servicing of the lands as well as provisions for any easements and/or rights-of-way for their plant.
15. The Owner shall make satisfactory arrangements with Union Gas for the servicing of the lands as well as provisions for any easements and/or right-of-way for their plant, prior to site plan approval and prior to any construction or grading on the lands.
16. The Owner shall retain a Professional Engineer, licensed in the Province of Ontario, to verify that any of the proposed works within the municipal right-of-way meet or exceed all horizontal and vertical separation distances required by the affected utilities (hydro, telecommunications, gas etc.). Prior to final site plan approval, all above ground and subsurface infrastructure utilities are to be located and any necessary relocations are identified on the site servicing plan. All associated costs relating to utility relocations shall be at the Owners expense.
17. The Owner shall pay the estimated and the actual cost for decommissioning and removal of any services as determined by the General Manager/City Engineer.
18. The Owner shall retain a Professional Engineer, licensed in the Province of Ontario, to prepare an on-site engineering works cost estimate using the

City's template. The estimate is to be certified by the Professional Engineer. The Owner shall provide the City with cash or letter of credit security for the on-site engineering works in an amount satisfactory to the City. The Owner shall pay the engineering on-site works inspection fee to the satisfaction of the City.



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Mary Angelo, P. Eng.  
Supervisor of Development Engineering



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Michelle Thalen, C.Tech  
Engineering Technologist III

## Internal Memo



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Date November 1, 2019  
To **Lindsay Sulatycki, Senior Development Planner**  
From David de Groot, Senior Urban Designer  
Service Area Infrastructure, Development and Enterprise Services  
Department Planning Services  
**Subject 1657 and 1665 Gordon Street: OZS18-003 – Urban Design Comments**

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Urban Design staff has reviewed the 1657 and 1665 Gordon Street Urban Design Brief dated Aug 13, 2018. The applicant has revised the plan (October 25, 2019) and submitted a revised an Urban Design Brief Addendum (September 13, 2019) based on previous comments. Only conceptual information was provided without supporting technical information like grading. Therefore, these comments are provided at a high level.

### **Background**

The vision articulated in the Urban Design Action Plan is to transform, over time, the city's five major Community Nodes into distinct "urban villages"—mixed-use, transit and pedestrian oriented places that provide focal points for civic life, higher-density housing, office and retail employment, and live-work opportunities.

Urban Design policies from the Official Plan were reviewed. In addition, for the Gordon/Clair Community Mixed Used Node an urban design concept plan and related principles were endorsed by Council in July 2016. Staff were further directed to use the Urban Design Concept Plans, Principles and Illustrative Diagrams to guide the review of development applications within these nodes.

As articulated and shown in the concept plan, the following key ideas are included:

- Creating adaptable urban blocks and that promote connectivity and pedestrian/cyclist movement; and,
- Design, site and orient buildings along Gordon Street to reflect the importance of Gordon Street as a main north-south connector, and its role as a key transit route. Along "Main Street Areas" and Gordon Street create pedestrian-friendly edges (e.g. active doors, clear glazing and limited surface parking).

In addition, City Council approved the Built Form Standards for Mid-rise Buildings and Townhouses on April 9, 2018. The comments below also reflect the review of these documents.

### Urban Design Comments

- Generally Urban Design staff is supportive of the approach to the design of the site shown on the concept plan (October 25, 2019) and the Urban Design Brief Addendum (September 13, 2019).
- There are still some outstanding details identified through the staff review that may require additional changes. Staff feels these are minor in nature and can be addressed through the site plan process and further minor changes to the building design. These include:
  - Increasing the setback for the surface parking from the side lot lines to 3.0m to allow for tree planting adjacent to the lot line.
  - Upgrading elevations facing Gosling Gardens (e.g. add additional glazing on this façade, mark the corner etc.).
  - Further discussion regarding the emergency access and mid-block pedestrian connection to Gordon Street will be required to ensure it does not read like another vehicular entrance (e.g. concerned about showing any dropped curb). A minimum 2 metre pedestrian clearway will be required.
  - Breaking up the amount of asphalt between building faces such as by introducing a concrete paver (installed on concrete base) within the parking stalls.
- As part of the site plan process further detailed comments will be discussed including reviewing and finalization of building materials, landscaping materials and other site plan-level design elements. This includes:
  - Landscaping along Gordon Street and Gosling Gardens including a rhythm of street trees.
  - Elevations and materials. The use of real masonry products within building base should be used rather than replica materials. Avoid vinyl finishes.
  - Lighting and fixtures.
  - Hardscape materials.
  - Type and location of bicycle parking.
  - Rooftop mechanical screening details.
  - Continuing to encourage Low Impact Development technologies that can be incorporated into the landscape and architecture.

Prepared by:

**David de Groot**

Senior Urban Designer

519.822.1260 ext. 2358

[David.deGroot@guelph.ca](mailto:David.deGroot@guelph.ca)

# INTERNAL MEMO



**DATE** December 12, 2018  
**TO** Lindsay Sulatycki  
**FROM** Helen White  
**DIVISION** Parks and Recreation  
**DEPARTMENT** Public Services  
**SUBJECT** 1657 and 1665 Gordon Street - Proposed Zoning By Law Amendment (OZS18-003)

Park Planning has reviewed the Notice of Complete Application (September 27, 2018) and Conceptual Site Plan (June 28, 2018) for the above noted Zoning By Law Amendment and offers the following comments:

**Zoning Bylaw Amendment:**

Park Planning and Development has no objection to the proposed Zoning By law amendment to rezone the property from R.1B (Residential Single Detached) Zone to an R.3A-? (Specialized Residential Cluster Townhouse) Zone to permit the development of 78 stacked townhouse units provided that the following item is addressed:

**Parkland Dedication:**

The current proposed residential net density is 74.33 units per hectare. In accordance with clause 209-3 (b) of the current Parkland Dedication By law, the cash in lieu calculation would be based on 7.5% per cent of the land involved. The final rate will depend on the final details of the development and rate in effect at the time the first building permit is issued. Please note that the City's Parkland Dedication By law review is nearing completion so a different cash in lieu rate may be in effect at that time.

**Conditions of Development:**

I recommend the following development approval conditions:

**Prior to Site Plan approval:**

1. The Developer shall pay **cash-in-lieu of parkland** for the entire development, in accordance with the City of Guelph By law (1989)-13410, as amended by By law (1990)-13545, By law (2007- 18225), or any successor thereof.
2. The Owner shall provide to the Deputy CAO of Public Services a **satisfactory long form appraisal report** prepared for The Corporation of the City of Guelph for the purposes of calculating the payment of cash-in-lieu of parkland dedication pursuant to s.42 of the Planning Act. The appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada, and shall be subject to the review and approval of the Deputy CAO of Public Services. Notwithstanding the foregoing, if the appraisal provided by the applicant is not satisfactory to the Deputy CAO of Public Services, acting reasonably, the City reserves the right to obtain an independent appraisal for the purposes of calculating the payment of cash-in-lieu of parkland dedication.

Lindsay Sulatycki  
RE: 1657 and 1665 Gordon St – OZS18-003  
Page 2 of 2

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**Summary:**

The above comments represent Park Planning's review of the proposed development. Based on the current information provided, I would support the proposed development subject to the condition outlined above.

Regards,

Helen White  
Park Planner  
Parks and Recreation  
**Community & Social Services**  
Location: City Hall

T 519-822-1260 x 2298  
F 519-763-9240  
E Helen.white@guelph.ca

C Luke Jefferson

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# Attachment 13 – Departmental and Agency Comments (continued)



**UPPER GRAND  
DISTRICT SCHOOL  
BOARD**

**Jennifer Passy BES, MCIP, RPP**

Manager of Planning

Board Office: 500 Victoria Road N. Guelph, ON N1E 6K2

Email: [jennifer.passy@ugdsb.on.ca](mailto:jennifer.passy@ugdsb.on.ca)

Tel: 519-822-4420 ext. 820 or Toll Free: 1-800-321-4025

October 17, 2018

PLN: 18-108

File Code: R14

Sent by: mail & email

Lindsay Sulatycki  
Senior Development Planner  
Infrastructure, Development and Enterprise  
City of Guelph  
1 Carden Street  
Guelph, Ontario N1H 3A1

Dear Ms. Sulatycki;

**Re: OZS18-003 - 1657 & 1665 Gordon Street**

Planning staff at the Upper Grand District School Board has received and reviewed the above noted application.

Please be advised that the Planning Department **does not object** to the proposed application, subject to the following condition:

- That Education Development Charges shall be collected prior to the issuance of a building permit
- That the developer shall agree in the site plan agreement and condominium declaration that adequate sidewalks, lighting and snow removal (on sidewalks and walkways) will be provided to allow children to walk safely to school or to a designated bus pickup point.
- That the developer and the Upper Grand 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 permanent development sign advising prospective residents about schools in the area.
- That the developer shall agree in the site plan agreement and condominium declaration to advise all purchasers of residential units and/or renters of same, by inserting the following clause in all offers of Purchase and Sale/Lease

*"In order to limit liability, public school buses operated by the Service de transport de Wellington-Dufferin Student Transportation Services (STWDSTS), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up students, and potential busing students will be required to meet the bus at a congregated bus pick-up point."*

Should you require additional information, please feel free to contact me.

Sincerely,

**Upper Grand District School Board**

Jennifer Passy, BES, MCIP, RPP  
Manager of Planning

**Upper Grand District School Board**

• Linda Busuttit, Chair  
• Marly Fairbairn, Vice-Chair

• Mark Bailey  
• Susan Mociar

• Kathryn Cooper  
• Bruce Schieck

• Barbara Lustgarten Evoy  
• Lynn Topping

• Martha MacNeil  
• Barbara White



## **Attachment 14 – Public Notification Summary**

August 14, 2018	Application received by the City of Guelph
September 12, 2018	Application deemed complete
September 27, 2018	Notice of Complete Application mailed to prescribed Agencies, City departments and surrounding property owners within 120 metres of the subject lands
November 14, 2018	Notice of Public Meeting mailed to prescribed Agencies, City departments and surrounding property owners within 120 metres of the subject lands
November 15, 2018	Notice of Public Meeting advertised in the Guelph Tribune
December 10, 2018	Statutory Public Meeting of Council
June 20, 2019	Second Submission of documents
November 26, 2019	Notice of Decision Meeting sent to members of the public who provided comments or requested future notifications on the application
December 9, 2019	City Council Meeting to consider staff recommendation

# Staff Report



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To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Monday, December 9, 2019

Subject **Statutory Public Meeting Report  
1871-1879 Gordon Street  
Proposed Zoning By-law Amendment  
File: OZS19-011  
Ward 6**

Report Number IDE-2019-125

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## Recommendation

That Report IDE-2019-125 regarding proposed Zoning By-law Amendment application (File: OZS19-011) by Astrid J. Clos Planning Consultants, on behalf of the owner, Michael Mario Cotroneo, to permit the development of a six storey apartment building with 43 apartment units on the properties municipally known as 1871 and 1879 Gordon Street and legally described as Part of Lot 11, Concession 11 (Geographic Township of Puslinch), as in IS16048 and RO669984 from Infrastructure, Development and Enterprise dated December 9, 2019, be received.

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## Executive Summary

### Purpose of Report

To provide planning information on application requesting approval of a Zoning By-law Amendment to permit the development of a six storey apartment building with 43 units on the properties municipally known as 1871 and 1879 Gordon Street. This report has been prepared in conjunction with the Statutory Public Meeting for the application.

### Key Findings

Key findings will be reported in the future Infrastructure, Development and Enterprise recommendation report to Council.

### Financial Implications

Financial implications will be reported in the future Infrastructure, Development and Enterprise recommendation report to Council.

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## Report

### Background

An application for a Zoning By-law Amendment has been received for the properties municipally known as 1871 and 1879 Gordon Street from Astrid J. Clos Planning

Consultants on behalf of the property owner Michael Mario Cotroneo. The application has been submitted to permit the development of a six storey apartment building with 43 units on the subject lands. The Zoning By-law Amendment application was received by the City on September 12, 2019 and deemed to be complete on October 30, 2019.

The Zoning By-law Amendment proposes to rezone the subject lands from the current 'Agricultural' (A) zone in the former Township of Puslinch Zoning By-law to a specialized 'High Density Apartment' (R.4B-?) zone.

## **Location**

The subject lands are located on the west side of Gordon Street, between Poppy Drive West and Gosling Gardens (see Location Map and Orthophoto in Attachment 1 and Attachment 2, respectively). The subject lands have a site area of 0.329 hectares, with a frontage of 72.9 metres along Gordon Street.

Surrounding land uses include:

- To the north, a single detached dwelling facing onto Gordon Street, beyond which is a commercial development;
- To the east, across Gordon Street, a garden centre/nursery;
- To the south, an eight storey apartment building currently under construction; and
- To the west, cluster townhouses.

## **Existing Official Plan Land Use Designations and Policies**

The Official Plan land use designation that applies to the subject lands is "High Density Residential" (See Attachment 3). The predominant use of land within this designation is to be multiple unit residential buildings generally in the form of apartments. The maximum net density in this designation is 150 units per hectare and not less than a minimum net density of 100 units per hectare. The minimum building height in the "High Density Residential" designation is three (3) storeys and the maximum building height is ten (10) storeys.

Further details of the "High Density Residential" land use designation are included in Attachment 3.

## **Existing Zoning**

The subject lands are currently zoned "Agricultural" (A) under the former Township of Puslinch Zoning By-law 19/85 (See Map in Attachment 4). This zoning category from the historical Township Zoning By-law was in place when the subject lands was annexed into the City in 1993 from the Township of Puslinch.

The existing zoning map is included in Attachment 4.

## **Proposed Zoning By-law Amendment**

The purpose of the proposed Zoning By-law Amendment is to change the zoning from the current "Agricultural" (A) Zone in the former Township of Puslinch Zoning By-law to a specialized "High Density Apartment" (R.4B-?) Zone.

The applicant has requested to develop the property in accordance with the permitted regulation of the standard R.4B Zone, with the following exceptions:

- To permit a minimum interior side yard of 3 metres to the left (south) property line, whereas a minimum interior side yard of 8.6 metres is required;
- To permit a minimum common amenity area of 915 square metres, whereas a minimum common amenity area of 1,060 square metres is required for a building with 43 apartment dwelling units; and
- To permit a minimum landscaped open space area of 32% of the lot area, whereas a minimum landscaped open space of 40% of the lot area is required.

The proposed Zoning is shown in Attachment 5.

## **Proposed Development**

The property owner is proposing to redevelop the subject lands to include a six (6) storey, 43 unit apartment building. The habitable portions of the apartment building would be on the four (4) middle floors. The upper storey would include an elevator and vestibule entrance onto the rooftop common amenity area. The lower storey would be built into the grade and include partial underground parking.

The applicant has indicated that while the apartment building is intended to appear and function as a five (5) storey building, they are labelling the development as a total of six (6) storeys in the event the final grading makes the partial underground parking level more than 50% above finished grade. If a partial underground floor is greater than 50% above finished grade, the Zoning By-law would interpret it as a storey.

A total of 59 off-street parking spaces are proposed to be provided for the development, meeting the minimum requirement in the Zoning By-law. Of the 59 off-street parking spaces, 12 will be visitor parking spaces (20% of the total required off-street parking spaces). The apartment building will have 37 of the 59 parking spaces in two levels of underground parking.

The existing two single detached dwellings on the subject lands would be demolished to accommodate the proposed apartment development.

The proposed redevelopment concept plan is shown in Attachment 6.

## **Supporting Documents**

The following information was submitted in support of the applications:

- Planning Justification Report, prepared by Astrid J. Clos Planning Consultants, dated September 10, 2019;

- Conceptual Site Plan, prepared by Astrid J. Clos Planning Consultants, dated March 22, 2019;
- Urban Design Brief, prepared by Grinham Architects, dated July 31, 2019;
- Hydrogeological Study, prepared by GM Blueplan Engineering Limited, dated July 25, 2019;
- Building Renderings, Floor Plans and Cross Section prepared by Grinham Architects, dated July 31, 2019;
- Functional Servicing and Stormwater Management Report, prepared by GM Blueplan Engineering Limited, dated July 25, 2019, including:
  - i. Geotechnical Investigation;
  - ii. Water Budget Analysis;
- Shadow Study, prepared by Grinham Architects, dated July 31, 2019;
- Transportation Impact Study, prepared by Paradigm Transportation Solutions Limited, dated August 15, 2019;
- Tree Preservation Plan, prepared by Aboud & Associates Inc., dated September 9, 2019;
- Noise Study, prepared by HGC Engineering Ltd., dated July 26, 2019; and
- Phase 1 Environmental Site Assessments, prepared by GM Blueplan Engineering Limited, dated June 2019.

## **Staff Review**

The review of this application will address the following:

- Evaluation of the proposal against the Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019);
- Evaluation of the proposal's conformity with the Official Plan land use designations and policies, including any related amendments;
- Review of the proposed zoning, including specialized regulations;
- Review of the built form and design of the proposed development, including shadow impacts of the apartment building on adjacent properties, the building's massing and interface with Gordon Street;
- Review of the proposal's land use and built form compatibility with adjacent and established land uses;
- Review of traffic impacts, grading and site serving;
- Review how the proposed development addresses applicable sections of the Community Energy Initiative update; and
- Address all comments and issues raised during the review of the application.

Once the application is reviewed and all issues are addressed, a report from Infrastructure, Development and Enterprise with a recommendation will be considered at a future meeting of Council.

## **Financial Implications**

Financial implications will be reported in the future staff recommendation report to Council.

## **Consultations**

The Notice of Complete Application and Public Meeting was mailed on November 7, 2019 to local boards and agencies, City service areas and property owners within

120 metres of the subject lands. The Notice of Public Meeting was also advertised in the Guelph Mercury Tribune on November 14, 2019. Notice of the application has also been provided by signage on the property, which was installed on November 12, 2019. All supporting documents and drawings submitted with the application have been posted on the City's website.

## **Strategic Plan Alignment**

### **Priority**

Sustaining our future

### **Direction**

Plan and Design an increasingly sustainable city as Guelph grows

### **Alignment**

The review of this development application will include an assessment of its conformity with the policies of the City's Official Plan, which is the City's key document for guiding future land use and development. The Official Plan's vision is to plan and design an increasingly sustainable city as Guelph grows.

### **Priority**

Working together for our future

### **Direction**

Improve how the City communicates with residents and delivers services

### **Alignment**

The Public Meeting being held on the proposed development application provides the opportunity for City Council, residents and community groups to learn more, ask questions and provide comments on the proposed development.

## **Attachments**

- Attachment 1 – Location Map and 120 m Circulation
- Attachment 2 – Aerial Photograph
- Attachment 3 – Official Plan Land Use Designations and Policies
- Attachment 4 – Existing Zoning
- Attachment 5 – Proposed Zoning and Details
- Attachment 6 – Proposed Development Concept
- Attachment 7 – Conceptual Rendering

## **Departmental Approval**

Not applicable

**Report Author**

Michael Witmer, MCIP, RPP  
Senior Development Planner

**Approved By**

Chris DeVriendt, MCIP, RPP  
Manager of Development Planning



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**Approved By**

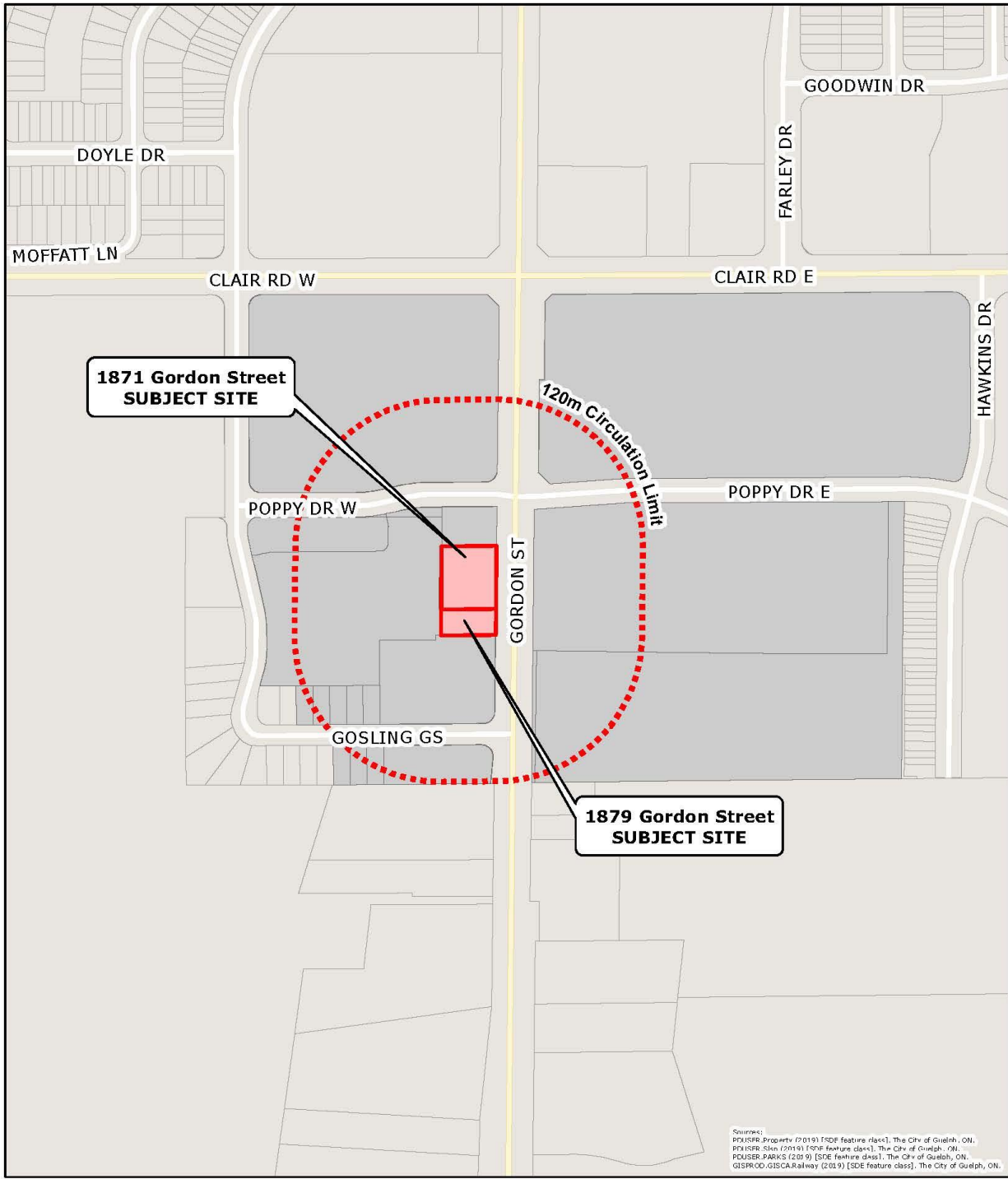
Todd Salter, MCIP, RPP  
General Manager  
Planning and Building Services  
Infrastructure, Development and  
Enterprise Services  
519-822-1260 extension 2395  
[todd.salter@guelph.ca](mailto:todd.salter@guelph.ca)


---

**Recommended By**

Kealy Dedman, P.Eng, MPA  
Deputy Chief Administrative Officer  
Infrastructure, Development and  
Enterprise Services  
519-822-1260 extension 2248  
[kealy.dedman@guelph.ca](mailto:kealy.dedman@guelph.ca)

# Attachment 1: Location Map and 120 m Circulation






0 25 50 100 150  
m

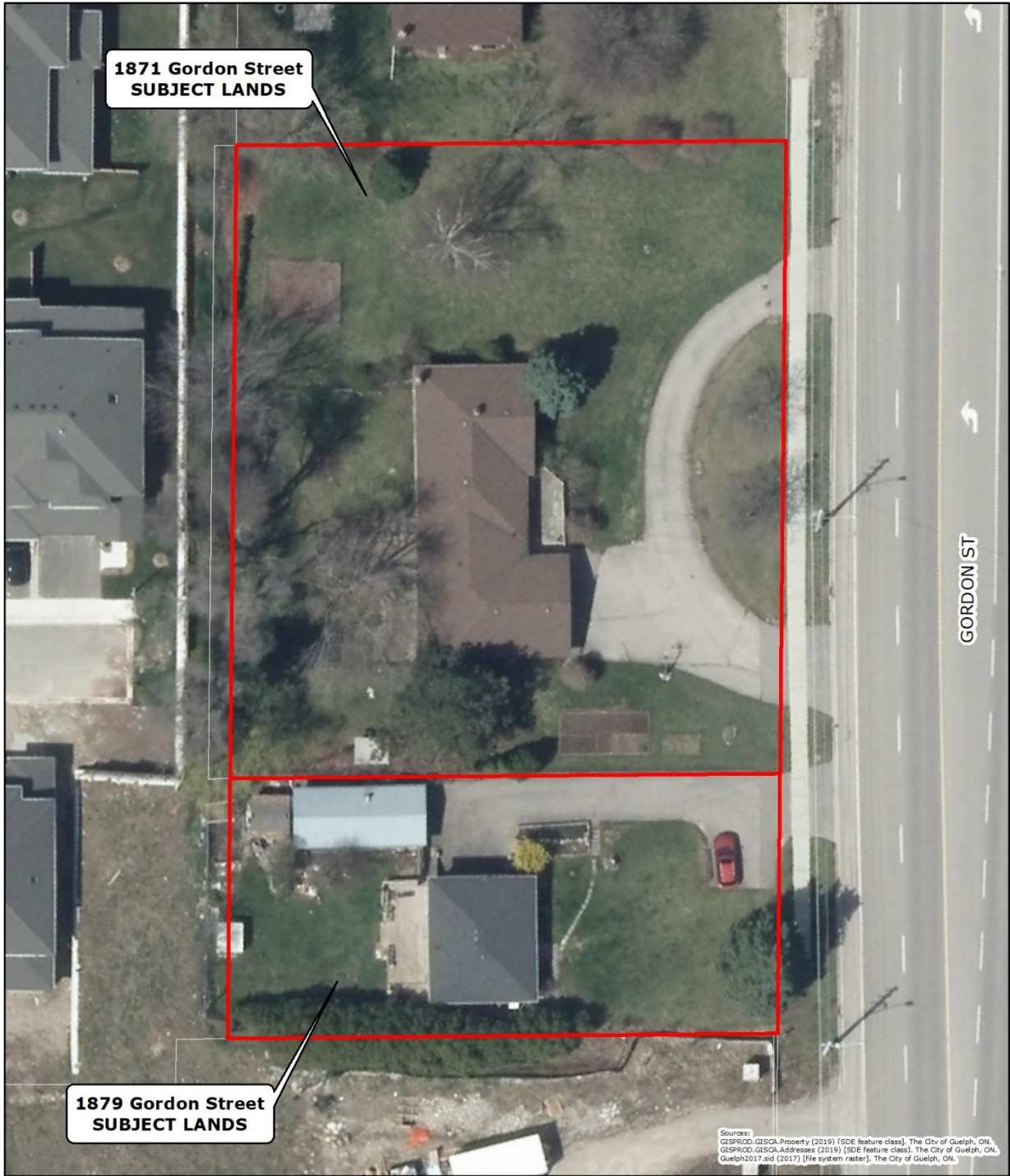
Produced by the City of Guelph  
 Planning and Building Services - Development Planning  
 October 2019

## LOCATION MAP and CIRCULATION AREA 1871 and 1879 Gordon Street





# Attachment 2: Aerial Photograph




Sources: GISPROD.GISCA.Property (2019) [SDE feature class], The City of Guelph, ON; GISPROD.GISCA.Addresses (2019) [SDE feature class], The City of Guelph, ON; Guelph2017.sid (2017) [file system raster], The City of Guelph, ON.

0 2.5 5 10 15 20 m

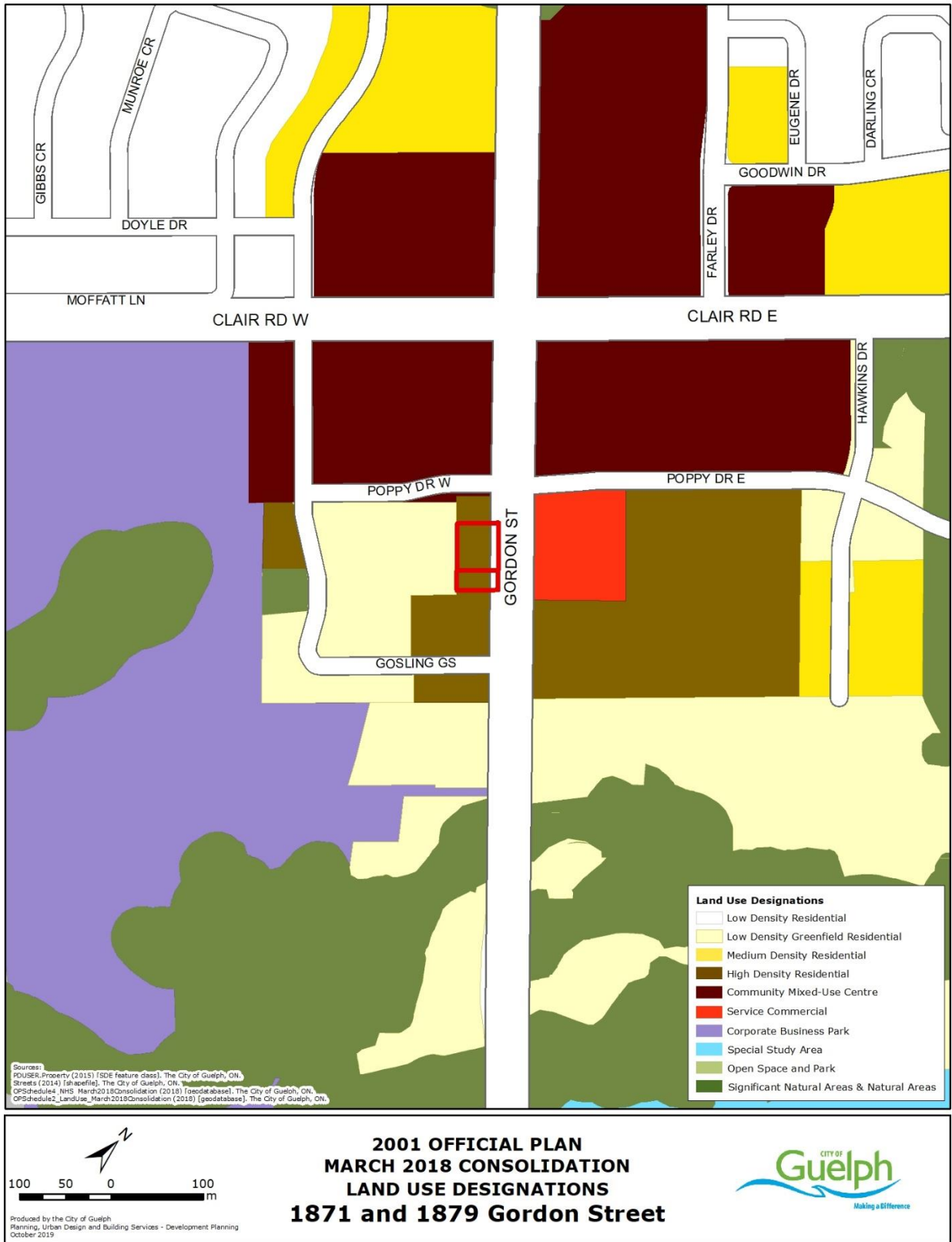
Produced by the City of Guelph  
Planning and Building Services - Development Planning  
October 2019

**2017 ORTHOPHOTO**  
**1871 and 1879 Gordon Street**



**CITY OF Guelph**  
Making a Difference

# Attachment 3: Official Plan Land Use Designations and Policies



## **Attachment 4:**

### **Official Plan Land Use Designations and Policies**

#### **9.3.5 High Density Residential**

The predominant use of land within the High Density Residential Designation shall be high density multiple unit residential building forms.

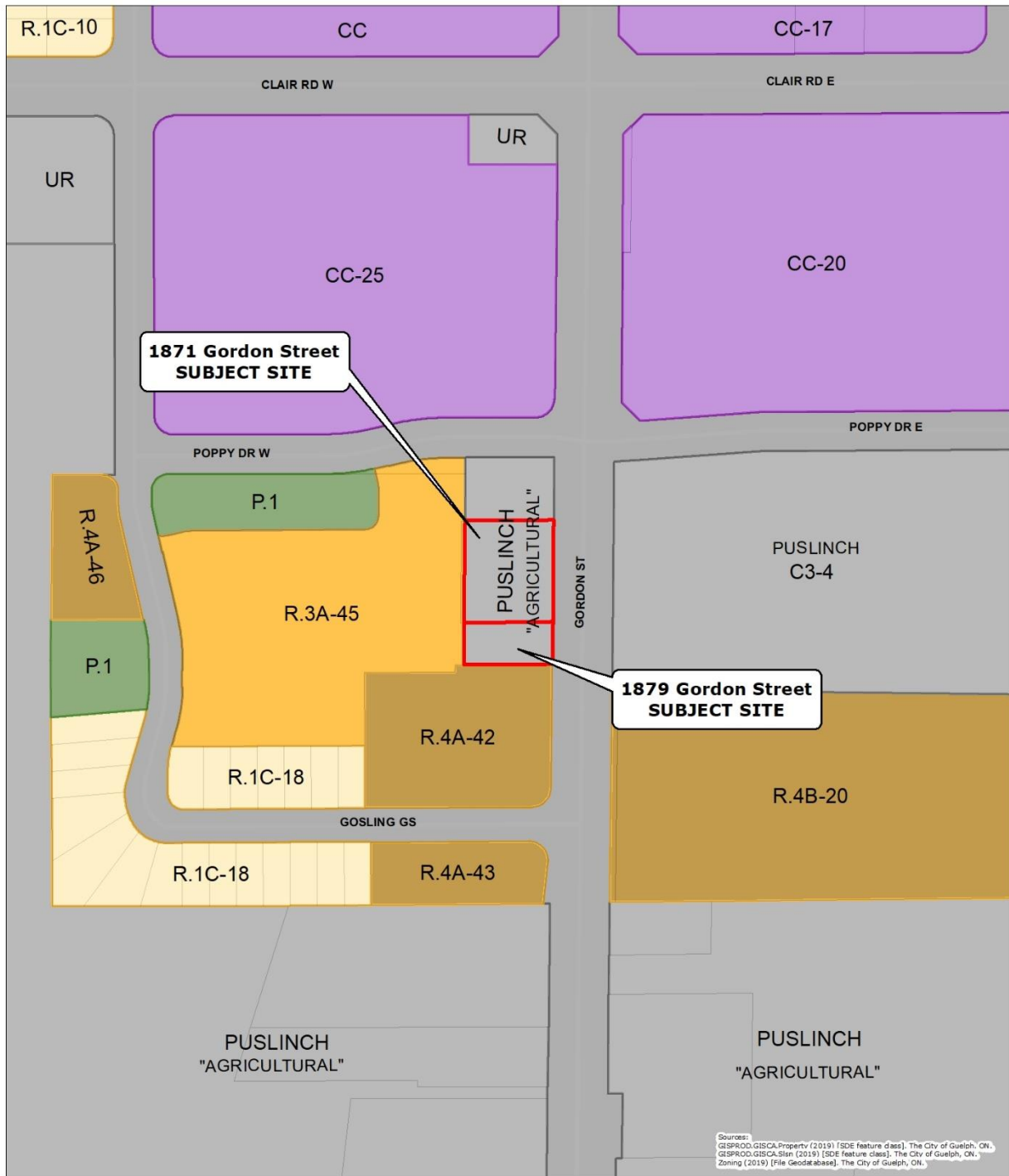
#### **Permitted Uses**



1. The following uses may be permitted subject to the applicable provisions of this Plan:
  - i. multiple unit residential buildings generally in the form of apartments.

#### **Height and Density**

2. The minimum height is three (3) storeys and the maximum height is ten (10) storeys.
3. The maximum net density is 150 units per hectare and not less than a minimum net density of 100 units per hectare.
4. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

# Attachment 5: Existing Zoning




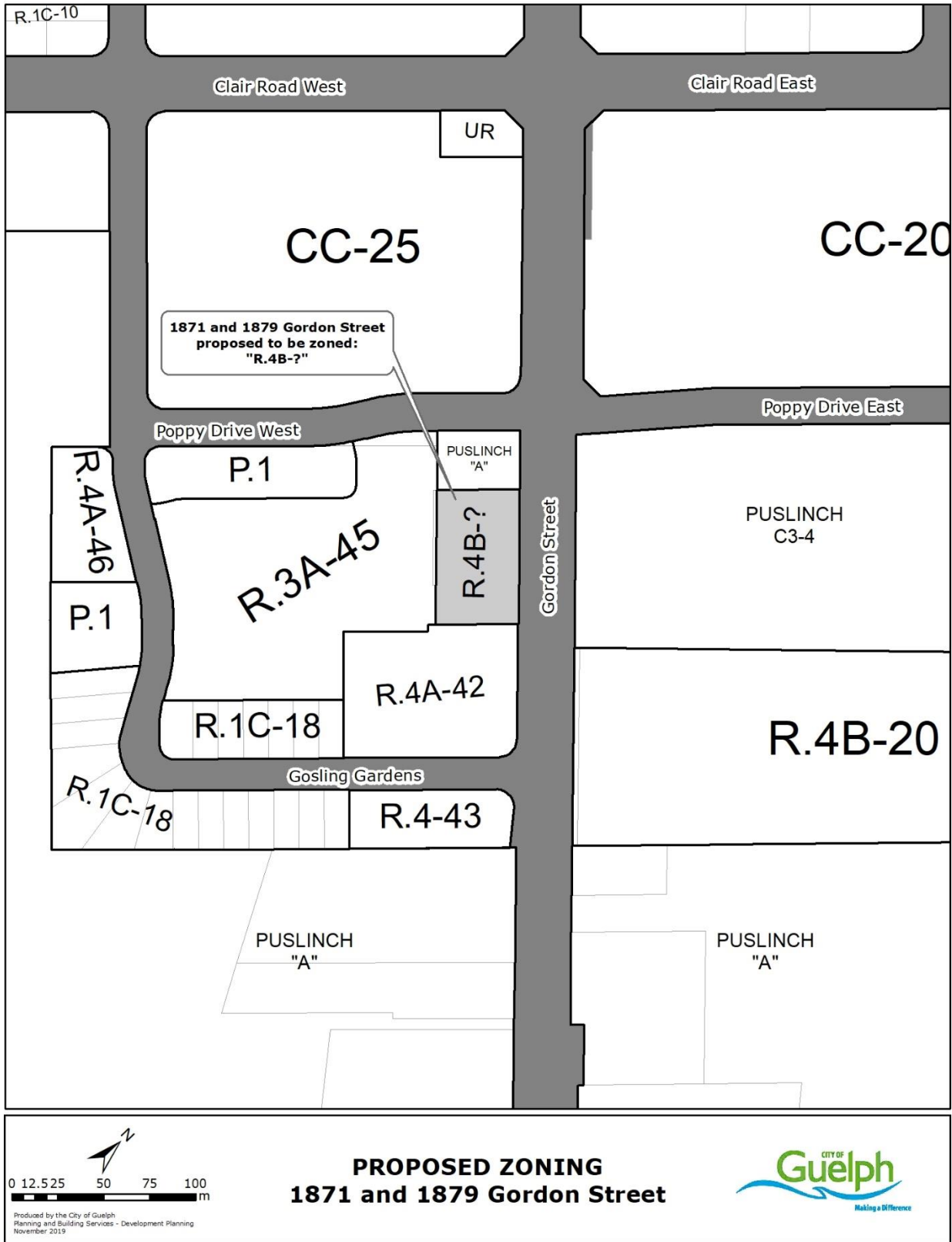
0 12.5 25 50 75 100 m

Produced by the City of Guelph  
Planning and Building Services - Development Planning  
November 2019

## Existing Zoning 1871 and 1879 Gordon Street



# Attachment 6: Proposed Zoning and Details



## **Attachment 6 (continued):**

### **Proposed Zoning and Details**

#### **Specialized R.4B-? (High Density Apartment) Zone**

##### **Regulations**

In accordance with Section 4 (General Provisions) and Section 5.4 and Table 5.4.2 (Regulations Governing R.4 Zones) of Zoning By-law (1995)-14864, as amended, with the following exceptions:

- To permit a minimum interior side yard of 3 metres to the left (south) property line, whereas a minimum interior side yard of 8.6 metres is required;
- To permit a minimum common amenity area of 915 square metres, whereas a minimum common amenity area of 1,060 square metres is required for a building with 43 apartment dwelling units; and
- To permit a minimum landscaped open space area of 32% of the lot area, whereas a minimum landscaped open space of 40% of the lot area is required.

# Attachment 6 (continued):

## Proposed Zoning and Details

5-15

5.4 RESIDENTIAL APARTMENT (R.4) ZONES

5.4.1 PERMITTED USES

The following are permitted *Uses* within the Residential *Apartment* R.4 *Zones*:

17187 5.4.1.1

R.4A - General Apartment Zone

- *Apartment Building*
- *Nursing Home*
- *Home for the Aged*
- *Retirement Residential Facility*
- *Maisonette*

16595

- *Accessory Uses* in accordance with Section 4.23
- *Home Occupation* in accordance with Section 4.19.

5.4.1.2

R.4B - High Density Apartment Zone

- *Apartment Building*
- *Accessory Uses* in accordance with Section 4.23
- *Home Occupation* in accordance with Section 4.19.

17187 5.4.1.3

R.4C - Central Business District Apartment Zone

- *Apartment Building*
- *Nursing Home*
- *Home for the Aged*
- *Retirement Residential Facility*

16595

- *Accessory Uses* in accordance with Section 4.23
- *Home Occupation in accordance with Section 4.19.*

17187 5.4.1.4

R.4D - Infill Apartment Zone

The R.4D *Zone* shall only be utilized within the boundaries indicated on Defined Area Map Number 66 of Schedule "A" of this *By-law*. The R.4D *Zone* shall permit the following:

- *Apartment Building*
- *Nursing Home*
- *Home for the Aged*
- *Retirement Residential Facility*
- *Maisonette*

16595

- *Accessory Uses* in accordance with Section 4.23
- *Home Occupation* in accordance with Section 4.19.

## Attachment 6 (continued):

### Proposed Zoning and Details

5-16

#### 5.4.2 REGULATIONS

Within the **Apartment R.4 Zones**, no land shall be **Used** and no **Building** or **Structure** shall be erected or **Used** except in conformity with the applicable regulations contained in Section 4 - General Provisions, the regulations set out in Table 5.4.2, and the following:

##### 5.4.2.1 Minimum Side Yard - R.4A and R.4B Zones

Despite Row 8 of Table 5.4.2, where windows of a **Habitable Room** face on a **Side Yard**, such **Side Yard** shall have a minimum width of not less than 7.5 metres.

##### 5.4.2.2 Minimum Distance Between Buildings- R.4A and R.4B Zones

Where two or more **Buildings** are located on any one **Lot**, the following regulations shall apply:

5.4.2.2.1 The distance between the face of one **Building** and the face of another **Building** either of which contains windows of **Habitable Rooms**, shall be one-half the total height of the two **Buildings**, and in no case less than 15 metres.

5.4.2.2.2 The distance between the faces of any two **Buildings** with no windows to **Habitable Rooms** shall be a minimum of 15 metres.

##### 5.4.2.3 Minimum Distance Between Buildings - R.4C and R.4D Zones

Where two or more **Buildings** are located on any one **Lot**, the following regulations shall apply:

5.4.2.3.1 The distance between the faces of two **Buildings** which contain windows of **Habitable Rooms** shall be one-half the **Building Height** to a maximum of 30 metres and a minimum of 5 metres.

5.4.2.3.2 The distance between the faces of any two **Buildings** with no windows to **Habitable Rooms** shall be a minimum of 5 metres.

##### 5.4.2.4 Minimum Common Amenity Area

5.4.2.4.1 An amount not less than 30 m<sup>2</sup> per dwelling unit for each unit up to 20. For each additional dwelling unit, not less than 20 m<sup>2</sup> of **Common Amenity Area** shall be provided and aggregated into areas of not less than 50 m<sup>2</sup>.

5.4.2.4.2 **Amenity Areas** shall be designed and located so that the length does not exceed 4 times the width.



## Attachment 6 (continued):

### Proposed Zoning and Details

5-17

- 5.4.2.4.3 A **Common Amenity Area** shall be located in any **Yard** other than the required **Front Yard** or required **Exterior Side Yard**.
- 5.4.2.4.4 **Landscaped Open Space** areas, **Building** roof tops, patios, and above ground decks may be included as part of the **Common Amenity Area** if recreational facilities are provided and maintained (e.g. swimming pools, tennis courts, lounges, and landscaped areas).
- 5.4.2.5 Additional **Building** Regulations - R.4B Zone
- 5.4.2.5.1 Despite Row 10 of Table 5.4.2, properties **Zoned** R.4B or specialized R.4B as defined by this **By-law** within the "Older Built-Up Area Outside the CBD" as indicated on Defined Area Map Number 68 shall have a maximum **Building Height** of 6 **Storeys** and shall be in accordance with Sections 4.16 and 4.18.
- 5.4.2.5.2 Properties **Zoned** R.4B or specialized R.4B as defined by this **By-law** within the "Older Built-Up Area Outside the CBD" as indicated on Defined Area Map Number 68 shall use the R.4C **Zone** regulations as specified in Table 5.4.2 for the following: minimum **Front** and **Exterior Side Yard**, minimum **Side Yard**, minimum **Rear Yard**, minimum distance between **Buildings**, minimum **Common Amenity Area**, minimum **Landscaped Open Space**, and **Floor Space Index** (F.S.I.).

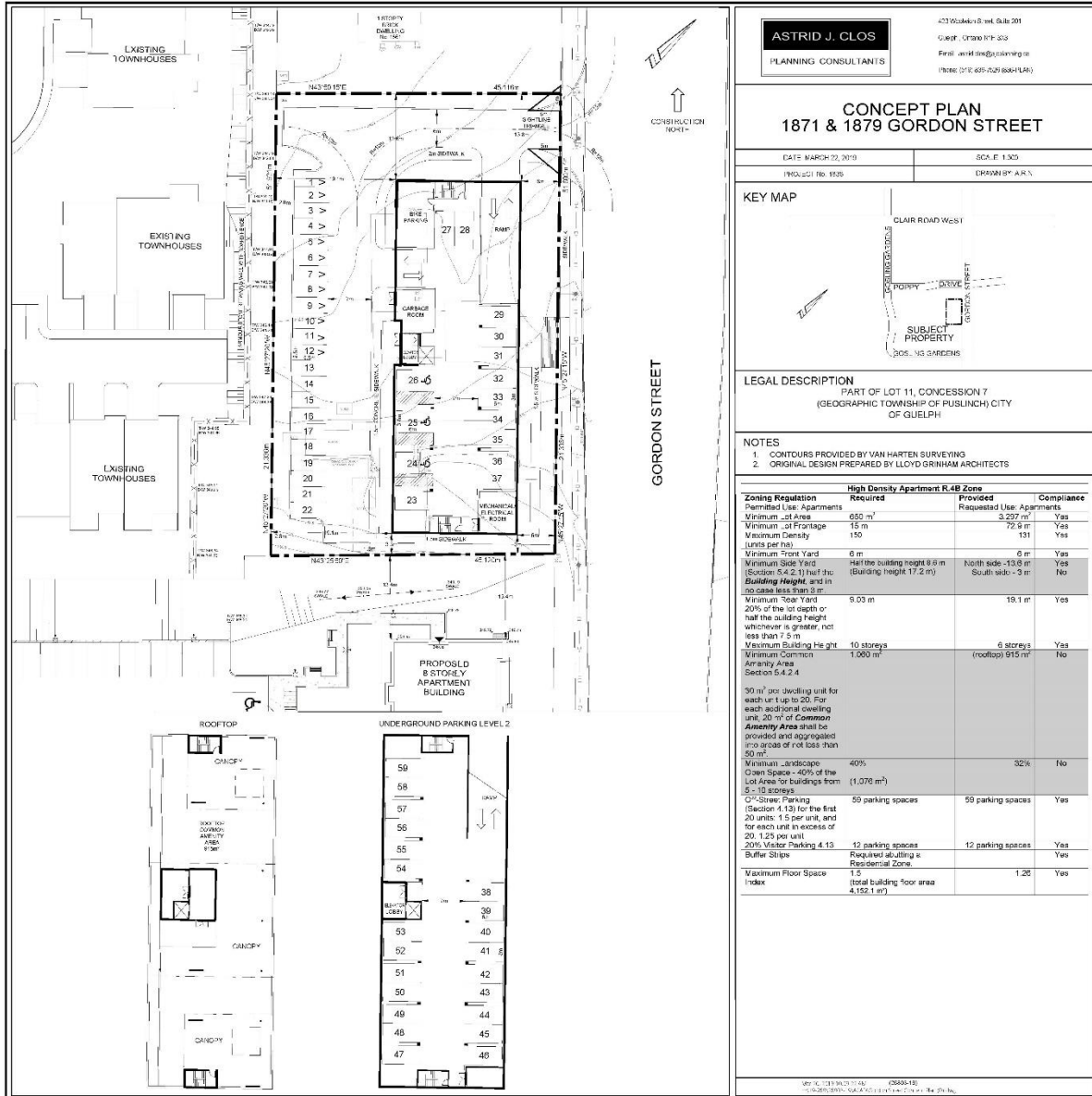
# Attachment 6 (continued): Proposed Zoning and Details

5-18

**TABLE 5.4.2 - REGULATIONS GOVERNING R.4 ZONES**

Row 1	Residential Type	General <i>Apartment</i>	High Density <i>Apartment</i>	Central Business District <i>Apartment</i>	Infill <i>Apartment</i>
2	<b>Zones</b>	R.4A	R.4B	R.4C	R.4D
3	Minimum <b>Lot Area</b>	650 m <sup>2</sup>			
4	Minimum <b>Lot Frontage</b>	15 metres			
5	Maximum Density (units/ha)	100	150	200	100
6	Minimum <b>Front and Exterior Side Yard</b>	6 metres and as set out in Section 4.24.		3 metres and in accordance with Section 4.24.	
7	Maximum <b>Front and Exterior Side Yard</b>	-----		6 metres	
8	Minimum <b>Side Yard</b>	Equal to one-half the <b>Building Height</b> but not less than 3 metres and in accordance with Section 5.4.2.1.		Equal to one-half the <b>Building Height</b> but in no case less than 3 metres, except where adjacent to any other R.4, Commercial, Industrial or Institutional <b>Zone</b> . In these circumstances, a minimum of 3 metres is required.	
9	Minimum <b>Rear Yard</b>	Equal to 20% of the <b>Lot Depth</b> or one-half the <b>Building Height</b> , whichever is greater, but in no case less than 7.5 metres.		Equal to 20% of the <b>Lot Depth</b> or one-half the <b>Building Height</b> , whichever is greater, but in no case less than 7.5 metres, except where adjacent to Commercial, Industrial or Institutional <b>Zones</b> . In these circumstances, a minimum of 7.5 metres is required.	
10	Maximum <b>Building Height</b>	8 <b>Storeys</b> and in accordance with Sections 4.16, 4.18 and Defined Area Map No. 68.	10 <b>Storeys</b> and in accordance with Sections 4.16, 4.18, 5.4.2.5 and Defined Area Map No. 68.	6 <b>Storeys</b> and in accordance with Sections 4.16, 4.18, 6.3.2.3 and Defined Area Map No. 68.	4 <b>Storeys</b> and in accordance with Sections 4.16, 4.18 and Defined Area Map No. 68.
11	Minimum Distance Between <b>Buildings</b>	See Section 5.4.2.2.		See Section 5.4.2.3.	
12	Minimum <b>Common Amenity Area</b>	See Section 5.4.2.4.		None required.	
13	Minimum <b>Landscaped Open Space</b>	20% of the <b>Lot Area</b> for <b>Building Heights</b> from 1 - 4 <b>Storeys</b> and 40% of the <b>Lot Area</b> for <b>Buildings</b> from 5 - 10 <b>Storeys</b> .		The <b>Front Yard</b> of any <b>Lot</b> , excepting the <b>Driveway</b> , shall be landscaped. In addition, no parking shall be permitted within this <b>Landscaped Open Space</b> .	
14	Off-Street Parking	In accordance with Section 4.13.			
15	<b>Buffer Strips</b>	Where an R.4 <b>Zone</b> abuts any other Residential <b>Zone</b> or any Institutional, Park, Wetland, or Urban Reserve <b>Zone</b> , a <b>Buffer Strip</b> shall be developed.			
16	Accessory <b>Buildings</b> or <b>Structures</b>	In accordance with Section 4.5.			
17	Garbage, Refuse Storage and Composters	In accordance with Section 4.9.			
18	<b>Floor Space Index</b> (F.S.I.)	1	1.5	2	2
19	<b>Fences</b>	In accordance with Section 4.20.			

# Attachment 7: Proposed Development Concept



## **Attachment 8:**

### **Building Renderings**

**Figure 1: Rendering of Building front and Side, looking southwest from Gordon Street at ground level**



**Figure 2: Rendering of Building rear and Side, looking southeast from Gordon Street at an elevated level**



**Correspondence Regarding Report IDE-2019-125: Statutory Public Meeting  
Report 1871-1879 Gordon Street Proposed Zoning By-law Amendment File  
OZS19-011 Ward 6**

To whom it may concern,

I would like to share my thoughts on an already existing issue with parking, before the condo and apartment are built. Currently, the residents of the town house complex of Beacon Hill on Gosling Gardens are parking their second cars on the street. With children playing sports on the street, high school students walking home after school, it impedes traffic and makes it difficult to pull into or out of the driveways of the single detached houses. In the winter, the snow won't get removed properly because the plow can't get through. The garbage doesn't get picked up because their cars block the garbage truck from picking up the bins from the curb. The issue is there isn't enough parking spaces calculated when they designed these high density residence. They need to estimate at least 2 parking spaces per unit in addition to visitors parking. With 2 high density residences being built side by side I can only imagine what the street will look like on a regular weekday.

I would also like to bring up the issue of green space and parks. With the south end of Guelph becoming more populated, that area does not have a good balance of green space. The closest park would be the Dragonfly park behind Bishop Macdonell or Gosling park on the other side of Clair Rd. There are also a lot of dog owners in the area, myself included. Please consider building a park/fenced dog park/walking trail in the area. If not, then the apartment needs a lawn for their own resident's pets. The small stretch of grass in the storm water holding area will not be able to support the biological waste of all the dogs in the nearby residences.

I hope you will consider my concerns at the meeting as one of the residents that live on Gosling Gardens.

Sincerely,

Laura Yam



# Commercial Built Form Standards

Council Planning

December 9, 2019





# Purpose of the Standards

- To provide clear directions and criteria for site and building design of commercial space across the City.
  - Study area excludes the Downtown, which is subject to the Downtown Built Form Standards.
  - The City will use the Standards to evaluate whether development applications containing commercial uses demonstrate high quality urban design.
- 

# Site Organization & Design

Relates to the **location and organization** of components on a site, including buildings, parking, access and circulation, storage and loading, and landscaping.





# Commercial Buildings

**Commercial Buildings** are intended to provide a range of retail, and other commercial uses including building massing, transition, façade design, layout and resiliency.



# Main Street Areas

**Main Street Areas** contain multi-storey buildings fronting a public street, and typically contain retail or services uses on the ground floor.

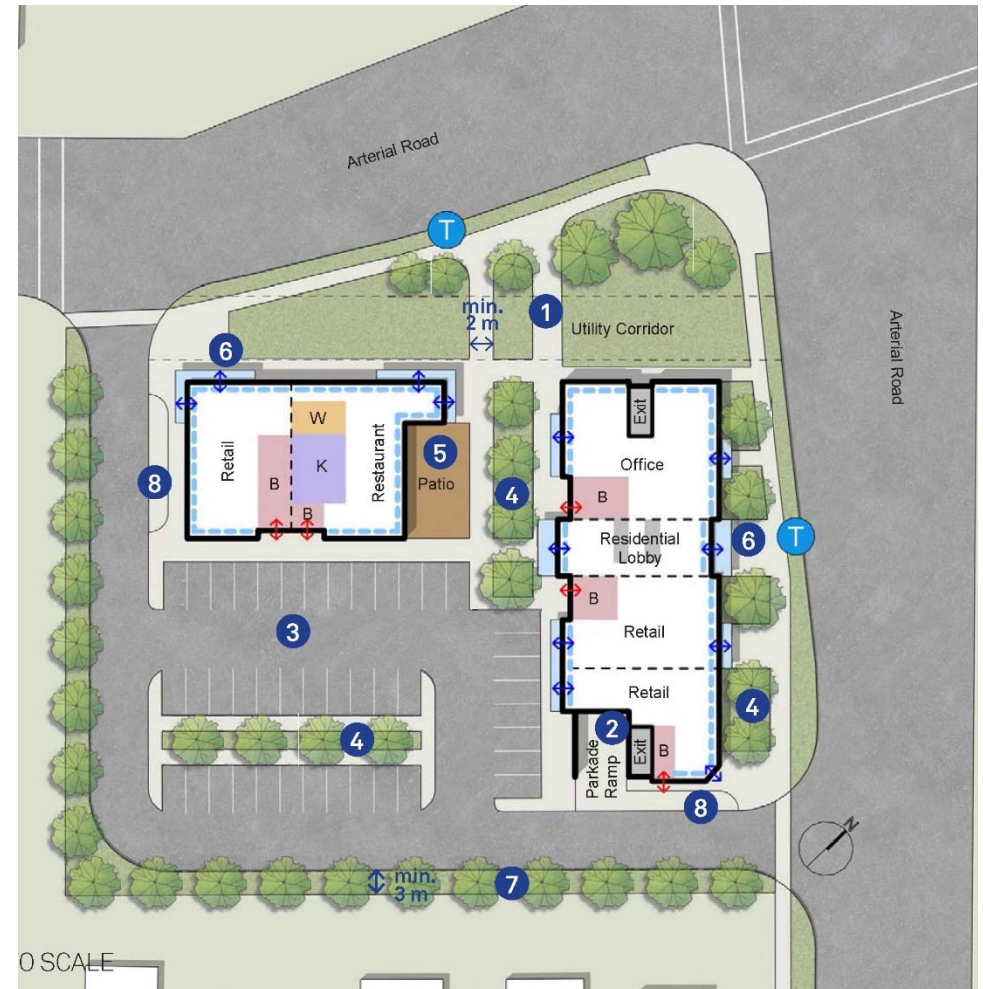
Main Street Areas should contribute to a vibrant public realm and are located in Guelph's mixed use nodes.



# Neighbourhood Scale Commercial

**Neighbourhood Scale Commercial** buildings provide retail and service uses within a convenient walking distance of residential areas.

Uses provided in these buildings should serve the daily needs of residents.



# Vehicle Oriented Uses

## Vehicle Oriented Uses

facilitate the use and storage of private automobiles, such as:

- Car dealerships
- Service stations, and
- Drive-through facilities.



# Large Commercial Sites

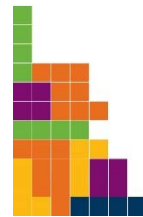
**Large commercial sites** have the capacity to accommodate more than one building on a site and typically contain a mix of buildings fronting internal streets.

The document includes direction on planning for the site's evolution and intensification.



# Implementation

- Development applications with commercial uses will need to demonstrate how relevant standards have been met.
- The document also provides recommendations for the Comprehensive Zoning By-law Review



Comprehensive  
**Zoning Bylaw Review**



# Recommendation

That the Commercial Built Form Standards, included as Attachment 1 in Report IDE-2019-122 dated December 9, 2019 be approved.



# Staff Report



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To	<b>City Council</b>
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, December 9, 2019
Subject	<b>Commercial Built Form Standards</b>
Report Number	IDE-2019-122

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## Recommendation

That the Commercial Built Form Standards, included as Attachment 1 in Report IDE-2019-122 dated December 9, 2019 be approved.

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## Executive Summary

### Purpose of Report

The purpose of this report is to provide Council with the Commercial Built Form Standards (Attachment 1). As part of the City’s Urban Design Manual, the document provides clear directions and criteria for the design of new commercial development across the City.

### Key Findings

The Commercial Built Form Standards are an implementation tool for the urban design policies of the Official Plan. These standards provide clear directions for the design of new commercial development in Guelph outside of the downtown. They address how different components of a site should be organized and designed, as well as provide specific criteria for commercial development.

Development applications with commercial uses will need to demonstrate how relevant standards from the Commercial Built Form Standards have been met. The document also provides recommendations for the Comprehensive Zoning By-law Review in regards to design considerations and potential zoning regulations for commercial development.

Consultation has been completed on the Commercial Built Form Standards to ensure that Guelph’s commercial development will contribute to the public realm while balancing the commercial needs of the community.

### Financial Implications

The Commercial Built Form Standards is funded through the approved capital budget.

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## Report

The City is currently working on the implementation of Official Plan policies for urban design. One of the goals is to enhance the already established sense of place

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that Guelph's citizens enjoy. The document will also guide change where it is planned to occur, to create a complete and distinctive community through the application of urban design excellence. The City worked closely with Brook McIlroy as the consultant retained for this project to ensure this work will be an effective component of the City's Urban Design Manual.

The Commercial Built Form Standards implement Official Plan policies by providing clear directions and criteria for the design of commercial sites across the City (with the exception of Downtown, which is subject to the [Downtown Built Form Standards](#)). The standards provide a thoughtful and consistent approach to evaluating the design of these buildings; provide guidance to the development community; and help residents, developers and Staff understand the quality of design expected of development.

As outlined in Guelph's Official Plan, commercial development includes uses such as retail units, restaurants, and offices. The standards consider opportunities associated with Main Street Buildings, Neighbourhood Scale Commercial Buildings, Vehicular Oriented Uses, and Large Commercial Sites; and provide standards related to best practices in built form and public realm design.

The Standards have been tested and adapted through the creation of demonstration plan concepts. The document also provides recommendations for the Comprehensive Zoning By-law Review in regards to design considerations and potential zoning regulations for these types of developments. It provides direction regarding the evaluation of urban design briefs, site-specific Zoning By-law amendments and planning applications. Development applications with commercial uses will need to demonstrate how relevant standards from the Commercial Built Form Standards have been met.

The Commercial Built Form Standards build on the Preliminary Design Directions document, which was circulated to Council in May 2019. Comments received through consultation were considered in the development of these standards. The Standards are organized into the following sections:

**Section 1.0 Introduction** contains a summary of the purpose of the Commercial Built Form Standards, identifies how to navigate the document, and identifies how the Standards work within the City's existing policy framework.

**Section 2.0 Key Drivers** identifies the core issues that have motivated the creation of the Commercial Built Form Standards.

**Section 3.0 Site Organization & Design** contains urban design standards related to the location and organization of components on a site, including buildings, parking, access, circulation, storage, loading, landscaping, signage, and lighting. These standards are applicable to all Commercial Buildings and sites.

**Section 4.0 General Standards for Commercial Buildings** contains general built form standards that are applicable to all Commercial and mixed-use buildings and sites. Standards relate to building massing, scale, and

transition; ground floor and street edge design; articulation, façade design, and materials; interior building layout; and building resiliency.

**Section 5.0 Main Street Buildings** outlines built form standards specific to the Main Street Buildings typology.

**Section 6.0 Neighbourhood Scale Commercial Buildings** outlines built form standards specific to Neighbourhood Scale Commercial Building types.

**Section 7.0 Vehicle Oriented Uses** identifies general built form standards related to Vehicle Oriented Uses, and includes further focused direction on Service Stations, Drive Through Facilities, and Car Dealerships.

**Section 8.0 Mixed-Use Buildings** defines mixed-use buildings and identifies further design direction on these sites.

**Section 9.0 Large Commercial Sites** identifies site design and built form standards related to Large Commercial Sites, and includes direction on planning for site evolution.

**Section 10.0 Implementation** contains next steps for the implementation of the Commercial Built Form Standards including recommendations for the Comprehensive Zoning By-Law Review.

**Section 11.0 Glossary** contains definitions for key concepts and terms identified in the Commercial Built Form Standards.

## **Financial Implications**

The Commercial Built Form Standards is funded through the approved capital budget.

## **Consultations**

Formal consultation regarding the Commercial Built Form Standards began in early 2019. Staff and consultants interviewed a number of key stakeholders who are involved professionally in the development of these buildings types in Guelph. Internal staff from multiple departments have also been consulted. In addition, on March 6, 2019 a public open house was held. An online survey was also included on [haveyoursay.gueph.ca](http://haveyoursay.gueph.ca). In total, approximately 20 people attended the workshop or made a submission online. These interviews and workshops informed the development and refinement of the Preliminary Design Directions document (Information Report dated May 3, 2019).

Based on the feedback received on the Preliminary Design Directions document, the draft Commercial Built Form Standards were developed. The Standards were circulated to stakeholders for feedback in October 2019. Staff received one submission from Jonathan Rodger a Senior Associate at Zelinka Priamo who represent Loblaws Companies Limited, which has been included as Attachment 2.

The main concerns from their submission include:

- How the document will be used. Staff has confirmed that there is flexibility

built into the process to address site-specific issues.

- Consistency with the Official Plan Language. Staff has made changes to more closely reflect the Official Plan policy wording where appropriate.
- That some of the standards would be more appropriate as Zoning By-law regulations. Staff notes that these will be considered in the ongoing Comprehensive Zoning Bylaw Review process.
- That some of related urban design policies are under site-specific appeal to LPAT by Loblaws. Staff note that the appeal by Loblaws is still before the LPAT.
- Concerns with references to internal building layout given site plan control limits in the *Planning Act*. Staff note that this section has been clearly marked as “guidelines” and are meant to help demonstrate how external building requirements can work together with internal building layout.
- Comments addressing clarity and potential duplication. Staff has made changes as appropriate.

Subsequent to receiving the letter, staff has also met with the applicant to review their comments.

### **Strategic Plan Alignment**

The Commercial Built Form Standards support the City’s existing policies and guidelines and align with the following priorities within Guelph’s Strategic Plan:

- Navigating our Future - The Standards promote alternative modes of transportation within site design.
- Building our Future - By prioritizing vibrancy and safety in the design of commercial buildings these standards contribute to this priority.

### **Attachments**

[Attachment 1- Commercial Built Form Standards](#)

Attachment 2- Comments on the Draft Commercial Built Form Standards from Zelinka Priamo LTD (Jonathan Rodger) on behalf of Loblaws Companies Limited

### **Report Author**

David de Groot, MCIP, RPP, MUDS

Senior Urban Designer

### **Approved By**

Melissa Aldunate, MCIP, RPP,

Manager, Policy Planning and Urban Design



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**Approved By**

Todd Salter, MCIP, RPP  
General Manager  
Planning and Building Services  
Infrastructure, Development and  
Enterprise Services  
(519) 822-1260 ext. 2395  
todd.salter@guelph.ca



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**Recommended By**

Kealy Dedman, P.Eng., MPA  
Deputy Chief Administrative Officer  
Infrastructure, Development and  
Enterprise Services  
(519) 822-1260 ext. 2248  
kealy.dedman@guelph.ca



**ZELINKA PRIAMO LTD**  
*A Professional Planning Practice*

**Attachment 2**  
**IDE-2019-122**

**VIA EMAIL**

November 6, 2019

Planning and Building Services  
City of Guelph  
City Hall, 1 Carden Street  
Guelph, ON  
N1H 3A1

Attention: Mr. David de Groot, Senior Urban Designer

Dear Mr. de Groot:

**Re: Draft Guelph Commercial Built Form Standards (October 22, 2019)  
Preliminary Comments on Behalf of Loblaw Companies Limited  
Guelph, Ontario**

**Our File: LPL/GPH/18-01**

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As you are aware, we are the planning consultants with regard to the Guelph Commercial Built Form Standards for Loblaw Companies Limited ("Loblaws"), the land owner and/or lease holder of lands in Guelph including the vacant lands at 115 Watson Parkway (formerly 72 Watson Road North).

On behalf of Loblaws, we have been participating in the development of the Guelph Commercial Built Form Standards and provided comments dated June 12, 2019 for the Preliminary Design Directions Commercial Built Form Standards dated April 2019. On October 23, 2019 we were made aware of the Draft Commercial Built Form Standards dated October 22, 2019 and it is our understanding that feedback will be considered by City Staff prior to a final document being presented to Council at a future date.

Based upon our review of the Guelph Commercial Built Form Standards, we have preliminary comments as outlined below, and along with Loblaws and their consultants, we will continue to review the Guelph Commercial Built Form Standards (the "Standards") in more detail, and may provide further comments as required.

On behalf of Loblaws, we have the following preliminary comments:

- It is our understanding that the intention of the Standards is to "... help to provide a cohesive framework against which future development proposals can be evaluated, achieving certainty and shared expectations that elevate the standard of design quality in Guelph" (p. 5). In addition, according to the Standards "All development applications pertaining to commercial or mixed-use development should demonstrate how relevant standards from the Commercial Built Form Standards have been met or their ability to be met in subsequent phases of design. Adherence to the Commercial Built Form Standards will be integrated into the approvals process as per the following sections". According to Sections 3.2 (OPAs), 3.3 (ZBAs), 3.4 (draft Plan of Subdivision) and 3.5 (SPA), "*Deviations* [emphasis added] from the Standards are to be summarized with

justification within the Urban Design Brief. Acceptance of these *deviations* [emphasis added] is at the discretion of the City.” In addition, under Section 11.2.1, the Standards state “The document should be subject to City review, and Staff should maintain an ongoing file that records *deviations* [emphasis added] from the Commercial Built Form Standards and Zoning By-Law for proposed and approved development.” It is not clear as to what is intended by “deviations” from the Standards and accordingly, we request confirmation that the Commercial Built Form Standards are design guidelines that do not constitute requirements or instruments under the *Planning Act*. In our submission, flexibility in the Commercial Built Form Standards is required in order to accommodate site context, conditions and operational needs. Accordingly, we request clarification that the use of “should” throughout the Standards does not reflect a requirement.

- In general, many of the comments relate to Standards that originate in Official Plan policies, including ones that remain under site specific appeal by Loblaws, which are less flexible than the associated Official Plan policy. In addition, many of the comments relate to Standards that due to the prescriptive nature would be more appropriately proposed and considered as Zoning By-law regulations under the City’s Zoning By-law Review.
- Under Section 3.0, the Standards state “All development applications pertaining to commercial or mixed-use development should demonstrate how relevant standards from the Commercial Built Form Standards have been met or their ability to be met in subsequent phases of design.” We request clarification as to how minor expansions and additions to buildings will be reviewed under the Standards.
- Standard 4.2.1.2 states “Consolidate vehicular site access points (e.g. through shared access between sites) to optimize curb cuts and minimize the interruption of the boulevard for pedestrians, landscaping, and furnishings.” Official Plan policy 8.13.1 is referenced that states “Shared driveways are *encouraged* [emphasis added] for employment, commercial and mixed-use sites to reduce access points and reduce conflicts with pedestrians.” In our submission, the standard should be revised to “The consolidation of vehicular site access points is encouraged...” to reflect the “encouragement” language under the Official Plan.
- Standard 4.2.1.4 states “Provide direct walkways from parking areas and municipal sidewalks to the main entrance(s) of the building(s). Ensure walkways are well articulated, safe, accessible and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway (OP Policy 8.12.4).” The corresponding Official Plan policy states “Walkways *should* [emphasis added] be provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s).” In our submission, the Standard should be revised to “Direct walkways should be provided from parking areas...” in order to reflect the “should” language under the Official Plan.

- Standard 4.2.1.9 states “Provide Electrical Vehicle Charging Stations on commercial and mixed-use sites.” In our submission, the Standard should be revised to reflect encouragement, as follows “Electrical Vehicle Charging Stations are encouraged on commercial and mixed-use sites.”
- Standard 4.2.3.2 states “Locate surface parking at the side or rear of properties. Where permitted adjacent to the public realm, surface parking areas shall be designed in a manner that contributes to an attractive public realm by providing screening and landscaping. Generously sized landscape strips incorporating combinations of landscaping and/or decorative fencing or walls should be provided adjacent to the street edge to provide aesthetically pleasing views into the site while screening surface parking areas (OP Policy 8.12.1).” The corresponding Official Plan policy states “Surface parking areas *should generally* [emphasis added] be located at the rear or side of buildings and not between the front of a building and the street.” In our submission, the Standard should be revised to “Surface parking should generally be at the side or rear of properties ...” in order to reflect the “should generally” language under the Official Plan. In addition, Standard 4.2.3.3 that states “Do not locate surface parking along the front or exterior side yard of a commercial or mixed-use property” should be deleted in its entirety as it does not reflect the flexibility under Official Plan policy 8.12.1.
- Standard 4.2.3.4 that states “Surface parking located adjacent to arterial roads should not exceed 25% of the length of front and exterior lot lines” should be deleted in its entirety as the prescriptive nature of the Standard does not reflect Official Plan policy 8.12.9 that states “The *Zoning By-law may establish* [emphasis added] the maximum length of frontage along arterial roads that may be used for surface parking. This provision *may provide different standards* [emphasis added] for various land uses.”
- Standard 4.2.3.6 states “Surface parking lots should be set back a minimum of 3 metres from any adjacent lot line” and Standard 4.2.3.7 states “Landscape buffer strips within surface parking lots should be a minimum of 3 metres in width.” In addition, Standards 4.3.2.2 and 4.3.2.4 repeats similar language for landscape buffer strips within a minimum width of 3 m. In our submission due to the prescriptive nature, the four Standards should be deleted as they would be more appropriately proposed and considered as Zoning By-law regulations as noted in Section 11.1.2 of the Standards, where recommendations for commercial uses are proposed as future changes to the City’s Zoning By-law.
- Standard 4.2.3.8 states “Include landscaped buffer strips when surface parking is adjacent to residential, institutional and park uses, and where located in the front or exterior side yard. Surface parking areas adjacent to ground-related residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls (OP Policy 8.12.8).” The corresponding Official Plan policy states “Surface parking areas adjacent to ground-related residential uses *should* [emphasis added] be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.” In our submission, the Standard should be revised to

"Landscaped buffer strips should be provided when ..." in order to reflect the "should" language under the Official Plan.

- Standard 4.2.3.9 states "Divide large surface parking areas into smaller and defined sections through the use of appropriately-sized landscaped strips, islands and/or pedestrian walkways (OP Policy 8.12.5)." The corresponding Official Plan policy states "Large surface parking areas *should* [emphasis added] be divided into smaller and defined sections through the use of appropriately-sized landscaped strips, islands and/or pedestrian walkways." In our submission, the Standard should be revised to "Large surface parking areas should be divided into ..." in order to reflect the "should" language under the Official Plan.
- Standard 4.2.4.3 states "Provide secure on-site bicycle storage that is protected from the weather" whereas Standard 4.2.4.1 states "Bicycle parking facilities (including covered parking, cargo-bicycle parking, fix-it stations and tire changing facilities) are *encouraged* [emphasis added] for commercial and mixed-use sites." In our submission, Standard 4.2.4.3 should be deleted and Standard 4.2.4.1 should be revised to state "... (including secure on-site bicycle storage, covered parking, cargo-bicycle parking, ...".
- Standard 4.3.1.2 states "Soft landscaping should feature a diversity of plant materials that are low maintenance, drought resistant, indigenous stock, and from locally grown sources (OP Policy 8.17.2iv)." The corresponding Official Plan policy states "The selection of plant material: iv) is *encouraged* [emphasis added] to be of indigenous stock and from locally grown sources;". In our submission, the Standard should be revised to "Soft landscaping is encouraged to feature ..." in order to reflect the "encouragement" language under the Official Plan.
- Standard 4.3.1.7 states "Site grading, including parking areas, should approximate existing natural grade changes and meet property boundaries at the adjacent natural grade." In our submission, "where possible" should be added before "meet property boundaries at the adjacent natural grade" in order to provide for flexibility and site context.
- Standard 4.3.2.1 states "Landscaped buffer strips shall consist of plant material that will form a visual barrier at maturity, in combination with other strategies such as fencing (OP Policy 8.17.5)." The corresponding Official Plan policy states "*Where required*, [emphasis added] buffer strips shall consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing." In our submission, the Standard should be revised to "Where required, landscaped buffer strips shall consist of ..." in order to reflect the "where required" language under the Official Plan.
- Standard 4.3.3.3 states "Trees should be located in key areas, including along walkways and within surface parking areas (1 tree for every 8 parking stalls)". In our submission, flexibility should be inserted into the requirement for 1 tree for every 8 parking stalls to account for site context and operational needs as follows "Trees should be located in key areas, including along walkways and within surface parking areas. One tree for every 8 parking stalls is encouraged."



- For Standard 4.4.1 that states “Provide mid-block connections to facilitate site permeability and non-vehicular access” we suggest that “Where appropriate,” be added before “Provide mid-block connections” and Standard 4.4.3 that states “Ensure highly visible mid-block connections are provided within large commercial sites” should be removed as it is similar to Standard 4.4.1. Lastly, in our submission, Standard 4.4.2 that states “Mid-block connections used to facilitate both cycling and walking should be a minimum of 3.0 metres in width” should be deleted as it is similar to Standard 4.2.1.6 that states “Cycle tracks at grade with pedestrian walkways should have a minimum width of 3.0 metres.”
- For Standard 4.6.1 that states “Public art *should* [emphasis added] be sited in high use areas including open spaces, urban squares, public parks, plazas, curb extensions, and mid-block connections”, in our submission the “should” language should be changed to “is encouraged to” to reflect the associated Official Plan policies including Policy 8.21 that states “Public art *is encouraged* [emphasis added] to be incorporated into buildings, infrastructure or landscapes to contribute to interesting and memorable places for residents and visitors alike.”
- Standard 4.7.8 states “On sites where the outdoor sale and display of large items in the front yard is permitted (e.g. vehicles, hot tubs), outdoor sales and display areas may be located within 21 metres of the property line abutting the street, and the front yard setback may be increased to a maximum of 21 metres.” In our submission due to the prescriptive nature, the Standard should be deleted as it would be more appropriately proposed and considered as a Zoning By-law regulation as noted in Section 11.1.2 of the Standards, where recommendations for commercial uses are proposed as future changes to the City’s Zoning By-law.
- Standard 4.11.4 states “Locate servicing, storage areas and loading at the rear or sides of Commercial Buildings.” The corresponding Official Plan policy 8.13.6 as referenced in Standard 4.11.2 states “Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building. If permitted outside a building, they shall not be located immediately adjacent to an intersection, will be directed away from a public street, park, river, public open space or residential area or adequately screened if this is not possible.” In our submission Standard 4.11.4 should be removed as it does not conform with Official Plan Policy 8.13.6 and Standard 4.11.2 deals with the location of servicing, storage areas and loading.
- Standard 5.1.2 states “The maximum building length of Commercial Buildings should not exceed 75 metres where buildings are located within 15 metres of the front or exterior side lot lines, to encourage pedestrian scale buildings and to reduce shadowing impacts.” In our submission due to the prescriptive nature, the Standard should be deleted as it would be more appropriately proposed and considered as a Zoning By-law regulation as noted in Section 11.1.2 of the Standards, where recommendations for commercial uses are proposed as future changes to the City’s Zoning By-law.
- Standard 5.1.3 states “Provide a minimum building height of two (2) storeys for sites fronting onto arterial or collector roads, identified Main Streets and at intersections to provide definition to streets and open spaces (OP Policy 8.6.13).”

The corresponding Official Plan policy states “*Generally*, [emphasis added] a minimum building height of 2 storeys *will be encouraged* [emphasis added] to provide definition to streets and open spaces. Regulations for minimum building heights *may* [emphasis added] be incorporated into the Zoning By-law for non-residential uses at key locations such as sites fronting onto arterial or collector roads, identified Main Streets and at intersections.” In our submission, the Standard should be revised to “A minimum building height of two (2) storeys is encouraged to be provided ...” in order to reflect the “encouragement” language under the Official Plan.

- Standard 5.1.5 states “The front yard setback and/or exterior side yard setback of a Commercial Building should generally be a minimum of 3 metres from the corresponding property line. The front yard and/or exterior side yard setbacks should respond to adjacent street typology and function” and Standard 5.1.6 states “When the City deems that additional space for landscaping is required, the minimum front yard setback and/or minimum exterior side yard setback may be 6 metres from the corresponding property line. The front yard and/or exterior side yard setbacks should respond to adjacent street typology and function.” In our submission due to the prescriptive nature, the Standards should be deleted as they would be more appropriately proposed and considered as Zoning By-law regulations as noted in Section 11.1.2 of the Standards, where recommendations for commercial uses are proposed as future changes to the City’s Zoning By-law.
- Standard 5.1.12 states “For buildings within 15 metres of a property line, and where buildings are located on a site with variable topography, access to all commercial units should be provided at the established grade of the adjacent sidewalk and street.” In our submission flexibility should be provided in the Standard in order to account for site context and operational needs. In our submission, the Standard should be revised to “... access to all commercial units is encouraged to be provided”.
- Standard 5.2.1 states “The principal entrances of commercial and mixed-use buildings shall be oriented toward the street and provide direct user entrances from adjacent streets and walkways (OP Policy 8.6.2).” The corresponding Official Plan policy that states “The principal entrances of commercial and mixed-use buildings shall be oriented toward the street and provide direct user entrances from adjacent streets and walkways. Blank facades facing a street, open space or park shall not be permitted” remains under site specific LPAT appeal by Loblaws. Accordingly, the Standard should be revised to reflect encouragement language or be deleted in its entirety.
- Standard 5.2.6 states “Include transparent windows and/or active entrances along the ground floor façades of corner buildings that face a public street or urban square. Do not use highly reflective or mirrored glass”, Standard 5.3.3 states “Blank façades facing a street, open space or park shall not be permitted (OP Policy 8.6.2) and should be avoided through the design of active façades with building entrances and unobstructed transparent glazing at grade” and Standard 10.3.6 states “Use clear and transparent windows and/or active entrances along ground floor façades to promote visibility between indoor and outdoor uses. Do not use highly reflective or mirrored glass.” The corresponding

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Official Plan policy 8.6.2 remains under site specific LPAT appeal by Loblaws. Accordingly, the Standards should be revised to reflect encouragement language or deleted in their entirety.

- Standard 5.2.7 states “Ground floor heights of Commercial Buildings should be a minimum of 4.5 metres to accommodate a range of non-residential uses over time (OP Policy 8.6.10).” The corresponding Official Plan policy states “Where appropriate, a building’s first storey *shall generally be taller in height* [emphasis added] to accommodate a range of non-residential uses.” In our submission, the Standard should be revised to reflect the flexibility of the language under the Official Plan with no requirement for a minimum ground floor height of 4.5 m.
- Section 5.4 includes a number of standards related to Interior Building Layout, while the introduction to Section 5 includes various references to Interior Building Layout. In addition, the various demonstration plans throughout the Standards reference the locations for various internal uses. Lastly, Standard 5.5.2 states “From shortest to longest life span, these include interior finishes and furnishings; interior partitions and space layouts; heating, ventilation, air conditioning, and plumbing services; and building envelope components.” In our submission, the Standards and references associated with Interior Building Layout are not appropriate and should be removed in their entirety, since under Section 41(4.1) of the *Planning Act* “The following matters relating to buildings described in paragraph 2 of subsection (4) are not subject to site plan control: 1. Interior design. 2. The layout of interior areas, excluding interior walkways, stairs, elevators and escalators referred to in subparagraph 2 (c) of subsection (4).”
- Standard 6.1.1 states “The front yard setback of Main Street Buildings should be a minimum of 1.5 metres and a maximum of 3 metres to create a street-oriented public realm. Up to 25% of the building’s façade may be located at a setback up to 6 metres to accommodate architectural articulation, exterior patios and entrance recesses.” In our submission due to the prescriptive nature, the Standard should be deleted as it would be more appropriately proposed and considered as a Zoning By-law regulation as noted in Section 11.1.2 of the Standards, where recommendations for commercial uses are proposed as future changes to the City’s Zoning By-law.
- Standard 6.2.1 states “Main Street Buildings should, where feasible, incorporate at-grade retail, and public and service uses along public right-of-ways or key internal streets to activate the public realm (OP Policy 9.4.2.6ii). Spill over retail, patios, seating, and other public spaces at grade are encouraged, though may be subject to an Encroachment Agreement.” The corresponding Official Plan policy 9.4.2.6ii that states “ground floor retail and service uses are strongly encouraged” remains under site specific LPAT appeal by Loblaws. Accordingly, the Standard should be revised to reflect encouragement language or be deleted in its entirety.
- Standard 6.2.3 states “Create narrow unit frontages to provide compact built form and a rhythm of streetfront entrances to encourage pedestrian activity (OP Policy 9.4.2.6v). The corresponding Official Plan policy 9.4.2.6v that states “rhythm and spacing of building entrances and more appropriately sized storefronts to encourage pedestrian activity” remains under site specific LPAT appeal by

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Loblaws. Accordingly, the Standard should be revised to reflect encouragement language or be deleted in its entirety.

- Standard 6.2.5 states “The maximum distance between building entrances should be 12 metres to achieve a rhythm and frequency of building entrances facing the street.” The corresponding Official Plan policy 8.6.2 remains under site specific LPAT appeal by Loblaws. Accordingly, the Standard should be revised to reflect encouragement language or be deleted in its entirety.
- Standards 8.4.1, 8.5.2, 8.5.6 and 8.6.5 relate to establishing a minimum setback of 15 m for fuel station pump islands, drive through facilities, car washes and automotive repair facilities associated with car dealerships. In our submission due to the prescriptive nature, the Standards should be deleted as they would be more appropriately proposed and considered as Zoning By-law regulations as noted in Section 11.1.2 of the Standards, where recommendations for commercial uses are proposed as future changes to the City’s Zoning By-law.
- For the introduction to Section 8.5, we note that the wording “A Drive Through Facility includes the speaker box, pick up window and corresponding stacking lane” does not correspond with the associated proposed definition in Section 11.1 that states “a Place Used to provide or dispense products or services through an attendant, a window, or an automated machine to persons remaining in Vehicles in a designated stacking lane(s), which may or may not include an order box and menu boards, but does not include a Parking Facility”. In our submission the wording in the introduction to Section 8.5 should be changed to “A Drive Through Facility may include a speaker box, pick up window and corresponding stacking lane”.
- Standard 8.5.3 states “A landscaping buffer of a minimum of 3 metres in width should be provided between a stacking lane and adjacent areas” and Standard 8.5.4 states “Where unavoidable, the combined double stacking lane should be bordered by a high quality landscaping buffer 3 metres in width on both sides, as a separation between the stacking lanes and adjacent areas.” In our submission due to the prescriptive nature, the Standards should be deleted as they would be more appropriately proposed and considered as Zoning By-law regulations as noted in Section 11.1.2 of the Standards, where recommendations for commercial uses are proposed as future changes to the City’s Zoning By-law.
- Standard 10.1.4 states “Shared driveways are encouraged to reduce access points and reduce conflicts with pedestrians (OP Policy 8.13.1). Consolidate vehicular site access points to optimize curb cuts and minimize the interruption of the boulevard for pedestrians, cyclists, landscaping, and furnishings.” The corresponding Official Plan policy states “Shared driveways are *encouraged* [emphasis added] for employment, commercial and mixed-use sites to reduce access points and reduce conflicts with pedestrians.” In our submission, the “consolidation of vehicular access points” should be encouraged to reflect the language under the Official Plan. We provided the same comment for the similar Standard 4.2.1.2 as noted above.

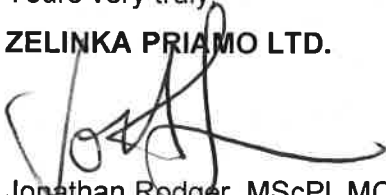
- Under Section 12.0 Glossary and the definition for Main Street Buildings: “A type of multi-storey Commercial Building fronting a street, which typically contain retail or service uses on the ground floor. Office, service, or retail uses may be located on upper building levels. Main Street Buildings should contribute to a safe and vibrant public realm and should encourage alternative modes of transportation, including walking, cycling and public transportation”, we note that there is no corresponding definition in the Official Plan. However, the corresponding Official Plan policy 9.4.2.6 remains under site specific LPAT appeal by Loblaw's. Accordingly, the definition should be removed.

We would welcome the opportunity to meet with Staff to discuss our preliminary comments.

Should you have any questions, or require further information, please do not hesitate to call. In addition, we request notification of any further meetings with respect to this matter.

Yours very truly

**ZELINKA PRIAMO LTD.**



Jonathan Rodger, MScPI, MCIP, RPP  
Senior Associate

- cc. Loblaw Companies Limited (via email)  
Mr. Tom Halinski, Aird & Berlis LLP (via email)  
Ms. Melissa Aldunate, City of Guelph (via email)