



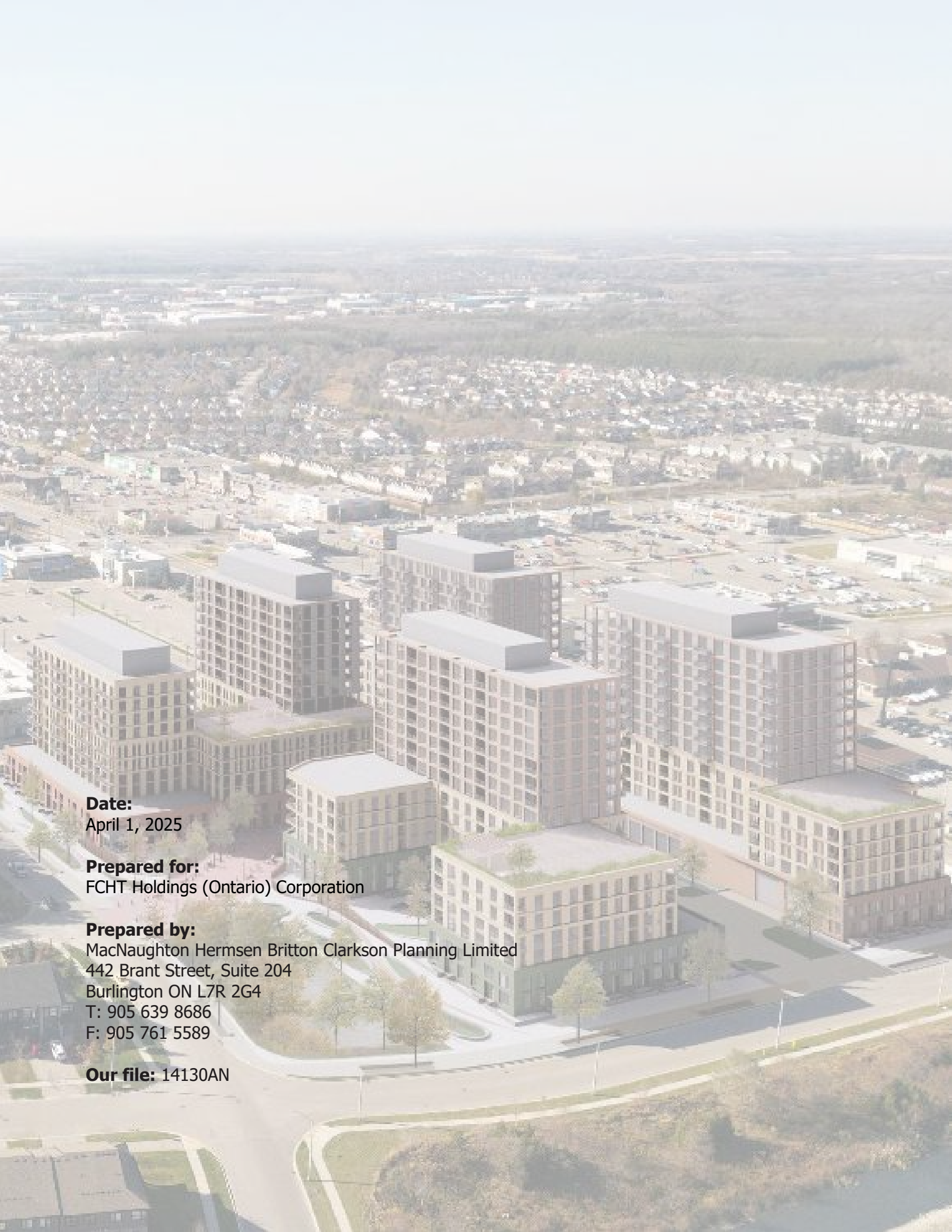
# PLANNING JUSTIFICATION REPORT

**1 Clair Road East**  
**City of Guelph**

April  
2025



**MHBC**  
PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE



**Date:**

April 1, 2025

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## EXECUTIVE SUMMARY

This Planning Justification Report ("PJR") has been prepared in support of the proposed mid-rise mixed-use residential redevelopment located at 1 Clair Street East in the City of Guelph (the "Subject Lands").

The Subject Lands are located west of Hawkins Drive, east of Gordon Street, between Clair Road East to the north and Poppy Drive East to the south. The lands are currently occupied by Pergola Commons Shopping Centre, a commercial shopping centre supported by a surface parking area. The overall site has an area of 5.35 hectares. The proposed development is clustered on the eastern 2.20 hectares of the site, with frontage of  $\pm$  145 metres of frontage on Clair Street East,  $\pm$  155 metres along Hawkins Drive,  $\pm$  130 metres Poppy Drive East, and  $\pm$  150 metres Farley Drive Extension. The area surrounding the Subject Lands consists of a commercial plaza to the north, a stormwater management facility and trail system to the east, apartment buildings, townhomes, single detached dwellings and a stormwater management facility to the southwest, and Farley Drive extension and the remainder of Pergola Commons Shopping Centre to the west.

The City of Guelph designates the Subject Lands as "Commercial Mixed-use Centre" as per Schedule 2 of the Official Plan. The Subject Lands are zoned as "Commercial Mixed-Use Centre (CMUC (PA) (H12)) Zone" as per the City of Guelph Zoning By-law (2023)-20790.

While the proposed mid-rise residential redevelopment generally conforms to the City's Official Plan, an Official Plan Amendment (OPA) is required to amend the text of the City's of Guelph Official Plan to ensure the density will be applied to the site as a whole despite any future land severances. The currently permitted maximum density of 250 units per hectare will be maintained. The intention of the density provisions proposed with the OPA is to provide assurance that the as-of-right density for the entirety of the lands will not exceed a maximum of 250 units per hectare or pose any capacity concerns to support the removal of the Holding Zone. The OPA is required to facilitate the proposed mid-rise residential development. The OPA will allow for the creation of a transit-orientated, mixed-use mid-rise residential redevelopment with a compact urban form and a vibrant public realm that will diversify the housing stock in the community and implement the City's vision for a Community Mixed-use Node in a Strategic Growth Area.

A Zoning By-law Amendment (ZBA) to apply a site-specific exception to the "Commercial Mixed-Use Centre (CMUC) Zone" in the City of Guelph Zoning By-law is required to permit the proposed redevelopment on the east side of the Subject Lands. The proposed ZBA also seeks to remove Holding Provision (H12), on the Subject Lands. H12 is intended to ensure there is sufficient municipal services to accommodate development and proposed density. Based on the conclusions of several studies including, A Functional Servicing Report, Stormwater Management Report, and Traffic Impact Study, appropriate services and capacity is available to support the proposed residential uses.

Based on the physical context, planning policy, and regulatory framework analysis, the proposed residential redevelopment is consistent with and conforms to Provincial policies, as well as the City's Official Plan, represents good planning, and is in the public interest.

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# *INTRODUCTION*

## **1.0**

## 1.1 Purpose of the Application

MacNaughton Hermesen Britton Clarkson Planning Limited ('MHBC') has been retained by FCHT Holdings (Ontario) Corporation, a subsidiary of First Capital REIT to assist with planning approvals to redevelop the eastern portion of the property municipally known as 1 Clair Street East, in the City of Guelph (the 'Subject Lands').

This Planning Justification Report (PJR) has been prepared in support of the proposed Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') applications, which will facilitate the development of the eastern portion of the Subject Lands with four mixed-use and residential buildings, with five high-rise tower, varying in height from 10 to 14 storeys. A total of 715 residential units are proposed, with 2,127 square metres of ground floor commercial and retail uses.

This Planning Justification Report supports the required applications and assesses the proposal in the context of the applicable planning framework. In support of the applications, this report includes the following:

- An introduction and general description of the Subject Lands, existing uses, surrounding uses, and existing physical conditions to provide an understanding of the locational context;
- An overview of the proposed redevelopment including a

description of the overall land use planning and design elements of the proposed redevelopment;

- A description of the proposed Official Plan Amendment and Zoning By-law Amendment;
- A summary of the technical reports prepared in support of the proposal;
- A review of the existing policy and regulatory framework in relation to the proposed development and assessment of consistency with the Provincial Policy Statement and conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the City of Guelph Official Plan; and,
- A summary of key conclusions and recommendations related to the proposed Zoning By-law Amendment.

MHBC has been responsible for the overall coordination of the applications. All required reports have been prepared and submitted concurrently with the planning applications. A pre-consultation meeting was held in September 2023. A copy of the Pre-consultation Comment Report is included as **Appendix 4** to this Report. Pre-Submission Application was made December 15, 2023 and a **resubmission** was made August 28, 2024. A copy of the Comment Reports are include as **Appendix 5 and 6** respectively.

## 1.2 Subject Lands

The property is located on the lands municipally described as 1 Clair Street East, in the City of Guelph, as seen in **Figure 1** below. The overall Subject Lands are rectangular in shape for part of a larger commercial shopping centre. The overall site has an area of approximately 5.35 hectares (13.22 acres). The proposed development is focused to the eastern 2.20 hectare portion of the site with  $\pm$  145 metres of frontage on Clair Street East,  $\pm$  155 metres along Hawkins Drive,  $\pm$  130 metres Poppy Drive East and  $\pm$  150 metres Farley Drive Extension. Farley Drive Extension will remain a private road. Access to the site is currently provided by one entrance off Hawkins Drive and two entrances off Farley Drive Extension.

The Subject Lands are currently occupied by Pergola Commons Shopping Centre. The area subject to the requested Official Plan Amendment and Zoning By-law Amendment applications includes the eastern portion of the Pergola Commons Shopping Centre. Aerial imagery of the site showcase the

subject lands as containing Galaxy Cinemas, Harvey's, the Beer Store, State and Main, and the associated surface parking area.

The applicable designations for the Subject Lands, in accordance with the Provincial, Regional, and Local planning and regulatory framework are set out below:

- **Provincial Policy Statement (2024):** Settlement Area;
- **City of Guelph Official Plan (OPA 80):** Greenfield Area, Commercial Mixed-Use Corridor;
- **City of Guelph Zoning By-law (1995)-14864 (Previous):** Community Shopping Centre with Site Specific Provisions (CC-20)
- **New City of Guelph Zoning By-law (2023)-20790 (Current – Partially Under Appeal):** Commercial Mixed-Use Centre (CMUC(PA)(H12))



Figure 1: Location



## 1.3 Area Context

The Subject Lands are shown on **Figure 2**, which illustrates the land uses surrounding the site. The site photos provide further

contextual description of the Subject Lands and surrounding area. The surrounding uses are also described as follows:

- North:** Clair Road East is adjacent to the Subject lands to the north. A commercial plaza is located directly north and contains several medical offices, Canada Post, and the Guelph Public Library Westminster Branch. Further north is a low-rise residential community consisting of single detached and semi detached dwellings. To the north west is Clairfield Commons Shopping Centre.
- East:** Hawkins Drive abuts the Subject Lands to the east. A large vacant parcel of land is located east of the Subject Lands and contains a stormwater management facility, Dallan Park, Hall's Pond, and Hall's Pond Trail. Further east is a residential community comprised of apartments, townhomes, semi-detached, and detached residential dwellings. Further east are agricultural lands.
- South:** Poppy Drive East is adjacent to the Subject Lands to the south. A townhome development and the Clair-Maltby Secondary Plan Area are located directly south. The Clair-Maltby Secondary Plan Area is planned for varying levels of residential development including the recently developed TriCar high-density residential development at 1888 Gordon Street. Further south is Springfield Golf Course. Southwest of the Subject Lands are apartment buildings, townhomes, single detached dwellings, and a stormwater management facility.
- West:** Farley Drive Extension is adjacent to the site to the west. Pergola Commons Shopping Centre continues west along Clair Road East and Poppy Drive East. Further west is Clair Marketplace Shopping Centre.

**Table 1** below outlines the approximate distances to surrounding community services and facilities in relation to the Subject Lands.

TABLE 1: LOCATION OF SURROUNDING COMMUNITY SERVICES & FACILITIES					
DESTINATION		DISTANCE (m)	TRAVEL TIME (MINUTES)		
			Walking	Cycling	Driving
	Community Services & Facilities				
1	Canada Post	400	6	1	2
2	Guelph Public Library Westminster Square Branch	350	5	1	2
3	Oracare Dental	450	6	1	2
4	Shoppers Drug Mart	450	5	1	2
5	Zehrs Clairfield	500	7	1	2
6	Food Basics	800	10	3	3
7	Longo's Guelph	800	9	3	3
8	TD Canada Trust Branch & ATM	650	9	2	3
9	Scotiabank	800	10	3	3
10	Dallan Park	400	6	2	2
11	Hall's Pond	850	12	3	3
12	Westminster Woods Public School	1200	17	4	3
13	Orin Reid Park Playground	1200	17	5	3
14	St. Paul Catholic School	1200	17	5	3
15	Clair Park	600	8	2	2
16	Chartwell Royal on Gordon Retirement Residence	1200	13	4	4
17	Gosling Gardens Park	750	10	3	3
	Transit Stops				
1	Poppy @ Hawkins WB	280	4	1	2
2	Clair @ Hawkins EB	300	3	1	2
3	Poppy @ Gordon WB	350	5	1	2
4	Gordon St @ Clair Rd E	550	6	2	2
5	Gordon St @ Clair Rd W	600	6	2	2

*Note: Distances and times above are approximate*



Figure 2: Site Context



Figure 3: Community Services and Facilities



## 1.4 Transportation

The Subject Lands are well connected to the road network, existing public transit, and planned active transit infrastructure, including:

- Poppy Drive East which is a collector road and Clair Road East and Gordon Street which are arterial roads;
- Proposed trail along Poppy Drive East that connects to a greater City trail system;
- Clair Road East contains a dedicated bike lane in both east and west directions and on Gordon Street in both north and south directions;
- Existing Guelph Transit routes, specifically:
  - Route 16 (Southgate) which includes stops along Poppy Drive East, Clair Road West, and Southgate Drive.
  - Route 19 (Hanlon Creek) which provides connection to Stone Road Mall.
  - Route 56 U (Gordon) which provides connections to the University of Guelph from Clearfields Drive East.
  - Route 99 (Mainline), was recently extended to connect with Clair Maltby Transit Terminal. This route provides

connections to from Clair Maltby Transit Terminal to the Woodlawn Smart Centres.

On November 15, 2021, Council approved the Guelph Transit Future Ready Action Plan ('GTFRAP'). As part of this plan Route 16 will be revised and no longer continue along Poppy Drive East abutting the Subject Lands by 2027. A new proposed Route 96 will replace service to the portion of Poppy Drive East. Route 96 will provide connection from Clair Maltby Transit Terminal to Woodlawn Smart Centres. It is expected that Route 96 will utilize the existing bus stops on Poppy Drive East.

As outlined in the City of Guelph Transportation Master Plan, the Clair Road East/West and Gordon Street intersection is identified as an enhanced pedestrian realm on Schedule 2 (**Figure 6**). Additionally, the Subject Lands are located along a Quality Transit Network as per Schedule 4 (**Figure 7**).

In summary, the Subject Lands are well located in an established residential and commercial area. The surrounding area is complemented with a range of residential building types at various densities and a variety of commercial and recreational uses.



# *PROPOSAL* **2.0**

## 2.1 Pre-Consultation

A Pre-Consultation meeting was held on September 13, 2023. A copy of the meeting minutes are appended to this Report (**Appendix 4**). City staff identified the following requirements shown below, as a

part of a 'complete application. Many of these reports are referenced in the overall assessment of the redevelopment proposal provided herein.

- Bird Friendly Design Checklist;
- Building Elevations;
- Commercial Function Study;
- Erosion and Sediment Control Plan
- Feasibility Noise Study;
- Functional Servicing Report;
- Grading & Drainage Plan
- Geotechnical Report;
- Hydrogeological Assessment;
- Image of site or rendering of proposed building for site sign(s)
- Landscape Plan;
- Parking Justification Report;
- Phase 1 and 2 Environmental Site Assessment & other site assessments
- Planning Justification Report, including: draft Official Plan Amendment, draft Zoning By-law Amendment, Affordable Housing Report, Energy Strategy Report, Neighbourhood Information Meeting and Community Engagement Report;
- Salt Management Plan
- Section 59 Policy Review
- Site Plan;
- Site Servicing Plan
- Stormwater Management Report
- Sun and Shadow Study;
- Traffic Impact or Transportation Demand Management Plan;
- Tree and/or Vegetation Inventory Report;
- Truck Turning / Movement Plan;
- Urban Design Brief;
- Waste Survey Report
- Wind Tunnel Study;

## 2.2 Pre-Submission Application

An initial Pre-Submission Application for the proposed development was submitted to the City December 15, 2023 ('Submission 1'). In response to comments provided by City Staff on Submission 1, a number of meetings were held with City staff to refine and revise the development proposal. These meeting were focused on parkland dedication, amenity area, parking requirements and density. A copy of the Submission 1 Comments and Response Matrix are included as **Appendix 5**. Based on these comments and discussions, a revised Pre-Submission package was submitted August 28, 2024 ('Submission 2').

In response to comments provided by City Staff on Submission 2, additional meetings were held with City staff to refine and revise the development proposal further to prepare the final package for the formal submission of the Official Plan Amendment and Zoning By-law Amendment Applications ('Formal Submission'). A copy of the Submission 2 Comments and Response Matrix are included as **Appendix 6**. These comments were focused on density and amenity area.

Below is an overview of discussion with and revisions made to the concept plans through the pre-application process. Further discussion on the revisions made to the concept plans, in response to staff comments, is provided in Section 2.3 of this report.

### Massing and Built Form

A number of massing and design options were reviewed with staff to determine how the proposed development could be revised to further strengthen the development and its integration with the surrounding neighbourhood. Through discussions with staff, a number of elements we reviewed including the Woonerf, stepbacks, and loading area. A key factor in reviewing this application is to keep in mind that a portion of the overall Subject Lands is being developed. This is especially important when reviewing overall density.

To address comments by staff, Submission 2 concept plans were revised to incorporate a 3 metre tower stepback above the podium on Building A and C, intended to strength the Woonerf.

In addition to the tower stepback, the loading area along the Woonerf was further recessed to enhance the street-level environment of the Woonerf.

No further changes were made to the massing and built form with the Formal Submission.

### Parkland Dedication

Through staff review of Submission 1, staff have requested the proposed parkland dedication be increased. Submission 1 proposed a 0.13 ha parkland. Through

discussion with staff, Submission 2 plans have increased the proposed parkland to 0.18 ha, as requested by staff.

No further changes were required to the proposed parkland with the Formal Submission.

### *Amenity Area Requirement*

The original concept plans provided with Submission 1 proposed an over all common amenity rate of 11.6 m<sup>2</sup> per unit. Through further review, and discussions with staff, it has been determined that this rate does not adequately provide a full picture of the suite of amenity area available for use by the future residents as the Zoning By-law limits the area that can be considered common amenity area.

In addition to the areas identified as common amenity area with the Submission 1 plans, the concept plan also proposed an area for parkland dedication, Privately Owned Public Open Space (POPS), and private balconies and terraces. When considering the full scope of amenity area provided on site, an ample amount of amenity area is provided to service future residents. To better understand amenity area requirements of surrounding municipalities, a review was conducted comparing amenity area rate requirements and calculations. Through this review, it was generally determined that municipalities that had rates similar to the City of Guelph, permitted the inclusion balconies in the amenity area calculations. Municipalities that did not permit the inclusion balconies in amenity area calculations, like the City of Guelph, required a much lower amenity area rate.

In addition to this review, SvN studied the quantity and quality of the proposed amenity area and programing to determine whether the proposed amenity area is appropriate and will be utilized fully. The intent of this review is to determine the appropriate amount of amenity area needed to serve the residents and not over provide amenity area that could be better utilized as housing.

In response to comments regarding amenity area, and further to our ongoing collaboration with City staff, the Submission 2 concept plans were revised to provide additional common amenity area. The draft Zoning By-law Amendment, included with Submission 2, revised the definition of Common Amenity Area to include private balconies and terraces. With these revisions, Submission 2 concept plans provide 17.1 m<sup>2</sup> of amenity area per unit.

Through review of the Submission 2 Concept Plan, staff requested additional amenity area be provided for Buildings C and D. In addition, staff requested a separate Private Amenity Area requirement be provided in the draft ZBA to recognize the amenity area provided by way of private balconies and terraces. The Formal Submission concept plan have been revised to provide additional rooftop amenity for Buildings C and D. In total, the Formal Submission concept plans provide 9.9 m<sup>2</sup> of common amenity area in addition to 4.8 m<sup>2</sup> of private amenity area per unit. The draft Zoning By-law Amendment, included as **Appendix 3**, has been revised to include these amenity rates.



### Parking Requirement

Submission 1 proposed a residential parking rate of 0.9 spaces per unit, 0.1 spaces per unit and a retail parking rate of 1.5 spaces per 100 m<sup>2</sup> of Gross Floor Area. Submission 1 proposed a total of 767 parking spaces.

Through discussions with staff, the residential parking rate for Submission 2 have been increased to reflect the current zoning requirements in the new Zoning By-law. Submission 2 proposed a residential parking rate of 1.0 spaces per unit, 0.1 spaces per unit for visitor and the incremental Multi-Unit building rate (0 spaces for the first 500 m<sup>2</sup> for Gross Floor Area and 3.5 spaces per 100 m<sup>2</sup> of Gross Floor Area between 500 m<sup>2</sup> and 5,000 m<sup>2</sup>). Submission 2 proposed a total of 850 parking spaces.

No further changes have been made to the proposed parking with the Formal Submission.

### Density

Through a number of discussions with staff, the Submission 2 concept plans were revised to reduce the overall unit count from 721 units to 715 units and provide 50 three-bedroom units. Submission 1 did not provided for any three-bedroom units.

The original concept plans proposed a net density of 346 units per hectare. As noted above, the parkland dedication contribution has been increased which has reduce the net development area. Based on the final net development area, Submission 1 proposed a

net density of 354 units per hectare, this has been slightly reduced with the Submission 2. Submission 2 proposed a net density of 351 units per hectare. The Formal Submission continues to propose a net density of 351 units per hectare.

Part of the discussions with staff regarding density also relates to the proposed removal of the Holding Zone for the site. Holding Provision 12 seeks to ensure there are sufficient municipal services available to accommodate the density of the proposed development. The Official Plan currently permits a maximum density of 250 units per hectare for the entire site. The City has raised concerns that the net development area proposed a net density of 351 units per hectare. We understand the City's concern of exceeding the maximum density of 250 units per hectare from a servicing capacity perspective. In response, the Draft OPA has been structured in a way in which provides the assurance that if approved, the as of right density for the entirety of the lands will not exceed a maximum of 250 units per hectare or pose a capacity concern.

As noted above, we have maintained that the maximum net density of 250 units per hectare shall apply to the entirety of the block, despite any future severance, partition or division for any purpose. The entire site has an area of 5.35 ha, which would result in a total unit capacity of 1,292 units based on a net density of 250 units per hectare. The development site has an area of 2.04 hectare and proposes 715 units (351 units per hectare) leaving 577 units available for the remaining lands. The remaining lands has an area of 3.13 hectares. 577 units on the

remaining lands would result in a density of 184 units per hectare.

To accommodate the proposed density on the development portion of the site, the net development area proposes a density of 351 units per hectare. The remaining balance of the density for the site is transferred to the remaining site area for a maximum net density of 184 units per hectare.

The OPA will facilitate the proposed mixed-use development and ensure the density permitted in the current Official Plan for the entire site is maintained.

A draft OPA has been prepared to facilitate the development proposal, and is included in **Appendix 2** of this report.

## 2.3 Development Proposal

The proposal includes the redevelopment of the eastern portion of the Subject Lands with four mixed-use and residential buildings with five high-rise tower components. The proposed concept plan is included as **Appendix 1** of this Report.

The proposal will be developed in three phases over time as existing tenants naturally vacate the site. It is anticipated that Phase 1 will include the development of one residential building located along the southeast portion of the site with parkland dedication located along the southeastern property line. Phase 2 will include the development of an additional residential building along the southwestern portion of the site. Phase 3 will consist of two mixed-use buildings along the northern portion of the site. Access to the site will be provided via an extension to Farley Drive and through an existing driveway off Hawkins Drive. A new vehicular connection will be provided a connection from the internal private driveway to Poppy Drive Easement. Each of the buildings will contain a podium element to provide appropriate setbacks to adjacent properties. The proposed massing and configuration of the proposed buildings will enable appropriate height transitions with the surrounding low density neighbourhood and will not overwhelm the lot.

The four mixed-use and residential buildings will contribute to a total of 715 residential units with ownership to be determined at a future date. The four buildings will range in height from 10 to 14 storeys with an overall

density of 351 units per hectare. The residential units will include diverse unit type and mix with 299 – one bedroom apartment units, 327 – two bedroom apartment units, 50 – three bedroom apartment units, 33 – two bedroom townhouse units and 6 – three bedroom townhouse units. Residential uses will be complemented by 2,127 m<sup>2</sup> of ground floor commercial and retail space. In total, the development will include 1,999 m<sup>2</sup> of indoor residential amenity area and 5,093 m<sup>2</sup> of outdoor amenity area.

Vehicular access will be located on two levels below grade with access from the private access road. A total of 827 parking spaces will be provided underground, with 23 surface parking spaces and a combined total of 850 parking spaces. Vehicle parking spaces will be comprised of 742 residential spaces, 108 shared visitor and commercial parking spaces. Vehicle parking is provided at a rate of 1.0 resident parking, 0.1 for visitor and incremental multi-unit building parking rate (0 spaces for the first 500 m<sup>2</sup> of GFA and 3.5 spaces per 100 m<sup>2</sup> for GFA between 500 m<sup>2</sup> and 5,000 m<sup>2</sup>).

Bird-friendly design elements, as noted in **Appendix 11**, have been incorporated into the design of the elevation drawings provided with these applications. This design will evolve through the OPA and ZBA review process as well as, through the Site Plan Approval process.

The site statistics for the proposed development are broken down in **Table 2**

below. An application for Site Plan Approval will be required for the proposed

development and will address matters related to detailed design.

TABLE 2: SITE STATISTICS			
Development Standard	Submission 1 Concept	Submission 2 Concept	Formal Submission Concept
Gross Site Area	53,497 m <sup>2</sup>	53,497 m <sup>2</sup>	53,497 m <sup>2</sup>
Development Site Area	22,188 m <sup>2</sup>	22,188 m <sup>2</sup>	22,188 m <sup>2</sup>
Parkland Dedication	1,333 m <sup>2</sup>	1,800 m <sup>2</sup>	1,800 m <sup>2</sup>
Net Development Site Area	20,855 m <sup>2</sup>	20,388 m <sup>2</sup>	20,388 m <sup>2</sup>
Landscape Coverage	42%	42%	42%
Gross Floor Area			
Residential	75,434 m <sup>2</sup>	74,323 m <sup>2</sup>	74,323 m <sup>2</sup>
Commercial	1,850 m <sup>2</sup>	2,127 m <sup>2</sup>	2,127 m <sup>2</sup>
Total	77,284 m <sup>2</sup>	76,450 m <sup>2</sup>	76,450 m <sup>2</sup>
Net Density	346 units per hectare*	351 units per hectare*	351 units per hectare*
Floor Space Index	3.48	3.75	3.75
Units	721	715	715
One-Bedroom	231	220	220
One-Bedroom + Den	68	79	79
Two-Bedroom	211	211	211
Two-Bedroom + Den	166	116	116
Three-Bedroom	0	50	50
Two-Bedroom Townhouses	36	33	33
Three-Bedroom Townhouses	9	6	6
Parking Spaces	767	850	850
Parking Rate	Resident – 0.9 Visitor – 0.1 Non-Residential – 1.5	Resident – 1.0 Visitor – 0.1 Non-Residential – <ul style="list-style-type: none"> <li>0 Spaces for the first 500 m<sup>2</sup> of GFA</li> <li>3.5 spaces for per 100 m<sup>2</sup> of GFA between 500 m<sup>2</sup> and 5,000 m<sup>2</sup></li> </ul>	Resident – 1.0 Visitor – 0.1 Non-Residential – <ul style="list-style-type: none"> <li>0 Spaces for the first 500 m<sup>2</sup> of GFA</li> <li>3.5 spaces for per 100 m<sup>2</sup> of GFA between 500 m<sup>2</sup> and 5,000 m<sup>2</sup></li> </ul>
Amenity Rate	11.6 m <sup>2</sup> per unit	17.1 m <sup>2</sup> per unit	9.9 m <sup>2</sup> Common Amenity 4.8 m <sup>2</sup> Private Amenity

*Note – the original Net Density calculation assumed a lower parkland dedication amount*

## 2.4 Draft Official Plan Amendment

The proposed Official Plan Amendment (OPA) seeks to amend the mapping of the City of Guelph Official Plan to facilitate the redevelopment of the Subject Lands. In doing so, we acknowledge the City's intention for OPA 180 in regards to density, and have put forth a proposal and draft OPA which prioritizes a solution to ensure the density outlined within OPA 180 for the entirety of the site is not exceeded. We understand the City's concern of exceeding the maximum density of 250 units per hectare, as outlined in the recent OPA, from a servicing capacity perspective. As a result, the way in which we have proposed to structure the OPA, as per the description below, provides the assurance that if approved, the as of right density for the entirety of the lands will not pose a capacity concern.

The Subject Lands are currently designated as "Commercial Mixed-Use Centre" on Schedule 2 of the Official Plan. The proposed development, as described in this report, generally conforms to the City's Official Plan, including the proposed heights and density for the overall site. As noted above, we have maintained that the maximum net density of 250 units per hectare shall apply to the entirety of the block, despite any future severance, partition or division for any purpose. To accommodate the proposed density on the development portion of the site, the net development area proposes a density of 351 units per hectare. The remaining balance of the density for the site is transferred to the remaining site area for a maximum net density of 184 units per

hectare. The OPA will facilitate the proposed mixed-use development and ensure the density permitted in the current Official Plan for the entire site is maintained.

A draft OPA has been prepared to facilitate the development proposal, and is included in **Appendix 2** of this report.

## 2.5 Draft Zoning By-law Amendment

The proposed Zoning By-law Amendment (ZBA) seeks to amend the mapping and text of the City of Guelph Zoning By-law (2023)-20790 to facilitate the redevelopment of the Subject Lands.

The requested ZBA seeks to amend the City of Guelph Zoning by-law (2023)-20790 by adding various site-specific provisions the "Commercial Mixed-Use Centre (CMUC)" zone to permit the proposed development on the east side of the Subject Lands.

Submission 2 ZBA has been revised based on the on-going collaboration with staff and structured to rezone the full extent of the Subject Lands as CMUC-XX with site specific provision for the east and west portions of the site; the remaining commercial lands on the west side of the site will be zoned CMUC-XX.1 and the development lands on the east side of the site will be zoned CMUC-XX.2.

The requested ZBA is also seeking to remove Holding Provision 12 (H12). The Holding Provision 12 seeks to ensure there are sufficient municipal services available to accommodate the proposed development. A Functional Servicing Report, Stormwater

Management Report and Traffic Impact Study have been completed to demonstrate appropriate services are available to support future residential uses.

A draft ZBA has been prepared to facilitate the development proposal, and is included in **Appendix 3** of this report.



## 2.6 Summary of Technical Reports

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the Report. Many of these studies also identify how the proposed development and applications advance Provincial and local policies.

### 2.6.1 Geotechnical and Hydrogeological Investigations

A Geotechnical and Hydrogeological Investigation was prepared by WSP Canada Inc. in support of the proposed development. The report provides the results of the geotechnical and hydrogeological investigation and testing and should be read in conjunction with the “Important Information and Limitation of This Report” provided in Appendix A of the Geotechnical and Hydrogeological Investigation. The report provides data, interpretation and recommendations. A dewatering assessment was carried out for two underground parking facilities (each to two levels) in consideration of short-term construction. Anticipated steady-state pumping rates for the north and south parking facilities is estimated at 362,985 LPD and 408,861 LPD respectively, which factors in both lateral and vertical inflows to the excavation. A factor of safety approach (two times the anticipated rates) has been recommended for permitting considerations, which estimates pumping rates at 725,970 LPD and 817,722 LPD respectively for the north and south parking facilities.

### 2.6.2 Urban Design Brief

An Urban Design Brief was prepared by Bousfields Inc., which illustrates how the proposed development is in accordance with both the Official Plan, where specific relevant policies of the plans are evaluated. This brief also demonstrates how the proposed development responds to the relevant design guidelines. The brief concludes that the proposal represent high-quality design that promotes intensification and revitalization and will provide a sensitive transition to the surrounding neighbourhoods while contributing to place making in the community.

### 2.6.3 Pedestrian Wind Study

RWDI AIR Inc. prepared a Pedestrian Wind Study in support of the proposed development. The predicted wind conditions are summarized as follows:

- Wind speeds that meet the pedestrian safety criterion are expected at all areas assessed for both configurations tested.
- The existing wind conditions are considered appropriate for the intended pedestrian use throughout the year.
- With the addition of the proposed project, wind conditions are predicted to continue to be appropriate for the

intended pedestrian use at all grade-level areas assessed, including all main entrances, public sidewalks, and the outdoor park area south of Tower A, throughout the year.

- Suitable wind conditions are generally expected in the summer for outdoor amenity area at grade, except the area between Towers C and D, where wind speeds are higher than desired for passive activities.
- Wind speeds conducive to the intended pedestrian use are expected at all Level 7 outdoor amenities during the summer, with higher-than-desired wind speeds expected around the northeast corners of Towers C and D.

#### 2.6.4 Noise and Vibration Impact Study

RWDI prepared a Noise and Vibration Study in support of the proposed application. The potential noise levels from stationary sources of sound were investigated. Based on noise modeling results and setback distances, the land use compatibility of the proposed development with respect to the nearby industrial land uses is considered acceptable for the noise assessment perspective with the implementation of mitigation measures. The following noise control measures are recommended:

1. Installation of central air-conditioning so that all suites windows can remain closed.
2. The inclusion of noise warning clauses related to:
  - a. Transportation sound levels at the building façade and in the outdoor amenity areas
  - b. Proximity to commercial/ industrial land use.
3. Minimum sound isolation performant:

- a. Suite window glazing with minimum sound isolation performance up to STC-29 for certain façade of the podiums of Blocks C and D and Tower D, as detailed within the report.
4. Construction of perimeter noise barriers along some outdoor amenity area, if feasible, to address transportation noise. Otherwise, the applicable warning clause should be included.
  5. Construction of perimeter noise barriers for the west outdoor amenity are on the podium of Tower D and to its north to address sources of noise.
  6. Apply off-site on-source mitigation for the HVAC equipment associated with the commercial plaza to the immediate west, as detail in the report.

#### 2.6.5 Urban Transportation Considerations Report

An Urban Transportation Considerations Report has been prepared by BA Group Consulting Ltd. in support of the proposed development. The key findings and conclusions of this study are as follows:

- To ensure that the Project provides an adequate amount of parking for the proposed uses consistent with Zoning By-law (2023)-20790 (appealed) and to avoid any potential off-Site impacts, the following minimum parking requirements are recommended:
  - A minimum resident parking requirement of 1 space / unit.
  - A minimum residential visitor parking requirement of 0.1 spaces / unit.
- The following non-residential parking requirements are recommended:
  - 0 spaces for the first 500 m<sup>2</sup> of GFA;

- 3.5 spaces per 100 m<sup>2</sup> for GFA between 500 m<sup>2</sup> and 5,000 m<sup>2</sup>.
  - 2.5 spaces / 100 m<sup>2</sup> GFA for all non-residential GFA in excess of 5,000 m<sup>2</sup> GFA.
- Two sharing provisions are proposed for the Site's parking requirements:
  - a. The ability to share resident parking spaces across different phases of the development. This maximizes the efficiency of Site parking provisions and allows flexibility for delivering parking supply need at each phase of development.
  - b. The ability to share residential visitor and non-residential parking requirements on a non-exclusive basis. This provision is consistent with making efficient use of the non-residential parking supply and recognizes that different land uses experience peak parking demands at various times through the day and that shared parking is an accepted practice that encourages efficient sharing between land uses and reduces the total number of parking spaces required.
- The current development proposal provides 850 parking spaces, including 742 resident spaces, and 108 shared visitor and non-residential parking spaces, recommendations for parking supply.
- The Site-specific zoning by-law also reflects the recommended non-residential parking rate requirements for the remaining FCR Lands, which is consistent with Zoning By-law (2023)-20790 (appealed) for multi-unit commercial buildings and exceeds the existing peak observed parking demands of 2.70 spaces / 100 m<sup>2</sup> GFA for these commercial lands.

- A comprehensive Transportation Demand Management (TDM) Plan is proposed to guide the provision of viable alternative transportation options for Site residents and visitors.

Specific TDM measures proposed as part of the development plan include, but are not limited to:

- Quality internal pedestrian connections that facilitate access for residents and Site visitors to the external pedestrian network.
- Transit subsidies for those residents who do not purchase a parking space, inclusive of a monthly transit pass for the first 6 months of occupancy.
- Bicycle parking spaces exceeding the minimum Zoning By-law requirement.
- 1 bike repair station per building for use by residents and visitors to the Site.
- An unbundled, reduced parking supply to discourage vehicular demand and encourage alternative travel modes.

## 2.6.6 Functional Servicing and Stormwater Management Report

CivilGo Engineering Inc. prepared a Functional Servicing and Stormwater Management Report in support of the proposed application. There is existing storm sewer, sanitary sewer and watermain infrastructure available within and adjacent to the subject development Site. A *Servicing Capacity Check* has been completed so as to verify the capacity of existing municipal sewers and watermains to service the proposed development of the Site. It was confirmed that existing municipal watermains and sanitary sewers have available capacity to support the proposed

development and no offsite sewer or watermain infrastructure improvements are required. There are existing private sanitary sewers, storm sewers and watermains within the Site, which are proposed to be in-part retained to service the proposed development. There is an existing private storm sewer which passes-through the subject Development Lands and which is proposed to be retained in the proposed development because it presently services, and will remain to service, the adjacent lands which are presently under the same ownership as the development Site. There is an existing Stormwater Management Pond adjacent to the Site, which presently provides stormwater detention/quantity control (up-to the 1-in-100-year event) for the subject site, and will continue to do-so for the proposed Development of the Site. The Site's imperviousness is no-more than that which was allocated-for in the Pond's design, therefore the pond provides adequate quantity control for the proposed development. Stormwater balance/retention will be addressed by infiltration galleries. The site presently comprises, in the existing condition, four infiltration galleries, however only the largest is proposed to remain in the proposed development. An additional infiltration gallery is proposed within the POPS area in Phase 1 to provide additional stormwater retention, thereby satisfying municipal criteria for water balance.

## 2.6.7 Commercial Function Study

Tate Economic Research Inc. has prepared a Commercial Function Study in support of the proposed development. The report finds the Site is located within an established retail commercial shopping area that offers a wide range of convenience oriented shopping options. The redevelopment proposal

includes a net reduction in retail commercial space from approximately 50,000 square feet to approximately 23,000 square feet. The overall retail commercial space at Pergola Commons is therefore anticipated to decline from approximately 150,000 square feet to 123,000 square feet, which represents a decrease of 18.0%. The report concludes the proposed redevelopment does not impact the availability of food store and food-related store space in the surrounding area and its ability to accommodate daily and weekly shopping needs and does not usurp the role of the commercial space in creating a community focal point role at the Gordon / Clair node.

## 2.6.8 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment, in accordance with O. Reg. 153/04, has been prepared by WSP Canada Inc. for the Subject Lands. Based on the information obtained and reviewed as part of the Phase One ESA, three potentially contaminating activities ("PCA") were identified. The PCAs resulted in the identification of one area of potential environmental concern. As a result, a Phase Two ESA is required for the submission of a Record of Site Condition.

A Phase Two Environmental Site Assessment, has been prepared by WSP Canada Inc. for the Subject Lands. The Phase Two ESA investigated the areas of PCAs identified in the Phase One ESA. Based on the results of the soil samples submitted, the concentrations of the contaminants of potential environmental concern ('COPCs') were below the Table 2 Standards. No risk assessment or remediation is required in support of a future RSC filing.

## 2.7 Public Consultation Strategy

*The Planning Act* requires that the applicant submit a proposed strategy for consulting with the public with respect to a development application as part of the 'complete' application requirements. This section summarizes the proposed Public Consultation Strategy.

The public consultation process for the proposed Official Plan Amendment and Zoning By-law Amendment applications are anticipated to follow and exceed the Planning Act statutory requirements. The following points of public consultation are proposed:

- A Neighbourhood Information and Community Engagement Meeting was held November 28, 2023 allowing the public the opportunity to review the proposed development and provide input ahead of a formal submission to the City. General comments received by the public are provided in **Appendix 7**;
- A Public Meeting at which time all available information, and public input will be considered;
- Direct written responses to comments raised through the public consultation

process will be provided to City Staff for their review and consideration in the preparation of a City Staff Report;

- Preparation of a City Staff Report, with the Report to be available to the public in advance of City Council's consideration of the applications. It is understood that City Staff will post information on the City's website for public review. This will include the City Staff Report and may also include technical studies and reports prepared in support of the applications; and
- A Council Meeting, at which time the City Staff Report, all available information, and public input will be considered in Council's final decision.

The consultation strategy proposed will provide members of the public with opportunities to review, understand and comment on the proposed Official Plan Amendment and Zoning By-law Amendment applications. The consultation strategy will be coordinated with City Staff and additional opportunities for consultation, such as an Informal Public Meeting, will be considered and may be warranted based on the input received.

## 2.8 Surrounding Development Applications

As part of the preparation of the proposed application, a search of the City of Guelph's development application database was undertaken to provide a broader context of

the recently approved and proposed developments within the surrounding area. Surrounding developments applications are illustrated on **Figure 4**.

**TABLE 3: SURROUNDING DEVELOPMENT APPLICATIONS**

No.	Address	Status	File No. and Application Type	Application Summary
1	1871 Gordon St	Staff Review	OZS23-007; Zoning By-law Amendment	Proposed development of 8 stacked townhouse blocks consisting of 136 units.
		Staff Review	OZS19-011; Zoning By-law Amendment	To permit the development of a 6-storey apartment building comprised of 43 units.
2	247 Gosling Gardens	Awaiting Formal Application	PRE20-015D; Development DRC	Propose a 10-storey apartment building with 86 units, 118 parking spaces.
3	98 Farley Dr	Awaiting Formal Application	PRE20-027D; Development DRC	Permit development of a second, 6-storey residential apartment building (57 units with 2 levels of underground parking).
4	287 Clair Rd E	Awaiting Formal Application	PRE22-015D; Development DRC	Build 3 6-storey buildings containing 246 apartments.
5	331 Clair Road E	Comments Complete	OZS23-007; Zoning By-law Amendment	Residential development of 8 stacked townhouse blocks with total of 136 units.
6	1373 Gordon St	Comments Complete	SP22-132; Site Plan SPRC	Build a 7-storey mixed-use building with 99 dwelling units with 4-storey south wing.
7	33 Arkell Road	Comments Complete	SP21-038; Site Plan SPRC	Mix of 5 & 6 storey buildings containing 47 seniors/ retirement-oriented apartment suites; 99 independent living suites; 80 assisted living and memory care residential units; and a



				commercial unit. Development will also contain range of indoor and outdoor amenities.
8	49 Amsterdam Cres	Circulated For Review	PRE21-037S; Site Plan SPRC	N/A
9	388 Arkell Road	Second Submission	PRE23-008S; Site Plan SPRC	New proposed secondary school and sports field
10	1242-1270 Gordon Street	Planner Review	OZS20-004; Draft Plan of Subdivision / Official Plan Amendment / Zoning By-law Amendment	To permit the development of two 12-storey apartment buildings containing a total of 377 units, a municipal road, park block and an open space block.
11	1166 - 1204 Gordon Street	Staff Review	OZS22-007; Official Plan Amendment /Zoning By-law Amendment	Proposed development of 6-Storey apartment building with 122 units and 21 on-street townhouses.
12	12 Poole Street	OLT Appealed	OZS22-002; Official Plan Amendment	Development of a 493 unit residential development with a 10-storey apartment building and stacked townhouse units.
13	132 Clair Road West	Circulated For Review	OZS25-002 / SP24-027; Official Plan Amendment /Zoning By-law Amendment	Proposed development of 62 stacked townhouse units consisting of 9 blocks.
14	46 Harts Lane W	Second Submission	SP24-021; Site Plan Application	Proposed development of 18 stacked townhouse unit
15	280 Clair Road West	Pre-Submission	PRE24-014D; Official Plan Amendment /Zoning By-law Amendment	Proposed development of high-density residential to permit 960 residential units in a mix of Townhouse and High-rise (14-16 storey) built forms.



Figure 4: Surrounding Development Applications

## 2.9 Affordable Housing Strategy

As outlined in Section 7.2.2.8 of the City of Guelph Official Plan, the City may require the submission of an Affordable Housing Report as part of a complete application requirement for new residential development. The Affordable Housing Strategy must demonstrate how the application meets affordable housing needs and targets outlined by the City. The following Affordable Housing Strategy responds to this policy through demonstrating how the affordable housing units provided through the proposed development address the City's Official Plan objectives and policies for affordable housing.

### 2.9.1 Planning Rationale

#### *City of Guelph Official Plan*

Section 3.13 of the City of Guelph Official Plan includes policies for Affordable Housing to ensure an adequate supply and diversity of housing types and levels of affordability that support the creation of healthy and complete communities. The City ensures the provision of affordable housing through implementing minimum housing targets for housing that is affordable for low to moderate-income households, and permitting and facilitating all forms of housing required to meet social and physical health requirements, including special needs requirements.

In the City of Guelph Official Plan, Affordable Housing, in the case of ownership housing, is defined as the least expensive of:

1. Housing for which the purpose price results in annual accommodation costs which do not exceed 30% of gross annual household income for low and moderate income households; or
2. Housing for which the purchase price is at least 10% below the average purpose price of a resale unit in the City of Guelph.

Section 7.2 of the Official Plan provides objectives and policies for Community Infrastructure including, recognizing the importance of Affordable Housing in meeting the housing needs of the City's current and future residents. The intent of the policies are to encourage active participation in, and the promotion of, affordable housing, to ensure an adequate supply of affordable housing, and to implement minimum targets for affordable housing through development applications. The City has identified an average target of 30% of new residential development, city-wide, constitute affordable housing (*s. 7.2.1.2*). This target is comprised of 25% affordable ownership units, 1% affordable primary rental units, and 4% affordable purpose build secondary rental units. The affordable housing target should be implemented through new development applications through various planning tools including, policy, approvals, financial incentives, and community partnerships.

In the Official Plan, the City has provided general policies that aim to meet housing needs of residents through providing a range

of housing types and densities. Policy 7.2.2.2 outlines that as part of the development approval process, City Council may require the identification of lands for affordable housing. Development that provides the type, size, and tenure of housing required by the City to meet affordable housing needs will be given development priority (*s. 7.2.2.3*). City council may also decide to create alternative development standards for affordable housing, residential intensification, redevelopment, and new residential development that minimizes the cost of housing and incorporates a compact urban form (*s. 7.2.2.4*). These alternative standards may include creating maximum unit sizes or reducing parking requirements. Affordable housing should be provided throughout all areas of the city to ensure an even supply, but is encouraged to be strategically located near areas well-served by transit and other community amenities (*s. 7.2.2.10*). Where development is proposed in the City's downtown or in mixed-use designations, it is strongly encouraged that affordable housing is provided due to the accessibility of nearby services and the opportunity for an affordable lifestyle.

#### *Affordable Housing Strategy*

In 2017, the City of Guelph created an Affordable Housing Strategy that identified affordability concerns and drafted recommendations that addressed how to meet the affordable housing target, which, was that 30% of all new residential units must be affordable. The Strategy is focused on how to drive affordable housing through policy, tools, and incentives available to the City through their role as the land use planning authority. The Strategy concluded

with 28 Strategic Actions that have emerged through the development of the Strategy, three of which are key implementation actions. The three key implementation actions include:

1. That the affordable housing target be set at 30%; 25% affordable ownership, 1% affordable primary rental, and 4% affordable secondary rental.
2. That the City's 30% affordable housing target be implemented city-wide through the development application process. Within the built-up area, the focus is on the Urban Growth Centre, Intensification Corridors and Community Mixed Use Nodes. Development within the greenfield area will be planned and designed to include affordable housing.
3. That all development applications including residential units be required to include a discussion of how the development proposes to address the City's affordable housing target and identified issues as part of the Planning Justification Report or a rationale explaining why the housing target and identified issues are not being addressed.

#### *Growth Management and Affordable Housing Monitoring Report, 2023*

The City of Guelph provides an annual Growth Management and Affordable Housing Monitoring Report, which includes benchmark prices for affordable ownership. The May 31, 2024 Information Report includes the latest version of the Growth

Management and Affordable Housing Monitoring Report for 2023.

Section 4.4 of the Growth Management and Affordable Housing Monitoring Report reviews the Strategic Growth Areas identified in the Official Plan and their associated growth targets. These areas are to be the focus for accommodating intensification and higher-density mixed-use developments and a compact built form.

The Subject Lands are located in Strategic Growth Area 11 – Gordon Street at Clair Road. Table 4 in the Growth Management and Affordable Housing Monitoring Report provides the baseline density from 2021, the current density as of 2023 and the target residential and jobs per hectare density.

Strategic Growth Area 11: Gordon Street at Clair Road, Density and Target (Table 4) (Residents and Jobs per Hectare):

- Baseline Density (2021): 49
- Current Density (2023): 56
- Target Density: 130

Based on this target density, the proposed development would be required to achieve a density target of 289 residents and jobs for the net development area at 2.2188 ha. Using the Persons per Unit Apartment Rate of 1.784 identified in the Guelph 2023 Development Charges Background Study, the proposed development will generate 1,276 residents in total. With regards to the commercial component of the development, the Guelph 2023 Development Charges Background Study provides an assumption of 1 employee per 400 ft<sup>2</sup> of commercial space. The development proposes 22,895 ft<sup>2</sup> (2,127 m<sup>2</sup>) of commercial floor area. At the

assumed rate, the proposed development would generate 58 employees. In total, the proposal within the net development area will generate 601 residents and jobs per hectare, exceeding the density target of 130 residents and jobs per hectare.

Section 5.3 of the Growth Management and Affordable Housing Monitoring Report reviews the existing housing from 2006 to present and forecasts housing stock to 2051. In 2006, the housing stock was predominantly low density residential, in the form of single & semi-detached units. The City plans to have a more balanced housing stock by 2051 to provide more affordable housing options. It is anticipated by 2051 that 38% of the City's total housing stock is to be in the form of low density housing, 23% to be townhouses and duplexes, and 39% in the form of apartments.

The total housing stock for 2023 is 51% low density housing, 21% to be townhouses and duplexes, and 28% in the form of apartments. The proposed development will help add greater balance to the housing stock by increasing the number of available apartment units.

### *Applicability of Development*

The proposed OPA and ZBA applications will facilitate the development of a mixed-use high-rise residential development that contributes to the range and mix of housing available to the current and future residents of the City of Guelph. The proposed development is not intended to be affordable housing as defined in the Official Plan, but the proposal will contribute to housing affordability more generally as it results in

the redevelopment of underutilized lands with a higher density than presently exists. The proposed development will also create alternative housing options to the detached and semi-detached housing options, which dominate Guelph's housing landscape.

The development consists of four buildings, with five towers, that vary in height from 10 - 14 storeys, and include 715 residential units. The 715 residential units include 299 – one bedroom apartment units, 327 - two bedroom apartment units, 50 – three bedroom apartment units, 33 - two bedroom townhouse units and 6 - three bedroom townhouse units. The redevelopment will achieve increased densities and incorporate a variety of unit types and sizes to meet a range of affordability needs that aim to fulfill the unique social and economic interests of residents and will result in additional unit types in an existing area thereby contributing to a greater range in housing type and tenure to help meet social and economic needs of residents.

The Subject Lands are designated as a 'Commercial Mixed-Use Centre' within a 'Strategic Growth Area' as per the City of Guelph Official Plan. The intent of these designations are to promote the creation of developments that are compact, incorporate transit-supportive densities, are co-located near community amenities, and encourage active mobility. Due to these factors, sites designated as 'Mixed-Use' are ideal locations for dense forms of housing as the clustering of amenities and services creates the conditions for an affordable lifestyle. The intent of the proposed development is to optimize the potential of the site as a 'Commercial Mixed-Use Centre' through

providing a mixed-use development that incorporates compact residential units that contribute to the character and vibrancy of the community.

Based on the forgoing, the proposed redevelopment addresses the affordable housing policies of the Official Plan.

## 2.9.2 Phasing and Site and Contextual Considerations that Affect Affordability

The Site is anticipated to be developed in three phases. The site is located within a 'Strategic Growth Area', designated as 'Commercial Mixed-Use Centre' in the City of Guelph Official Plan, where compact and transit-supportive development is encouraged. Several community amenities are clustered near the Subject Lands, including restaurants, grocery stores, banks, and a medical centre. The area is also well-served by Guelph public transit routes including Route 16 (Southgate) which includes stops along Poppy Drive East, Clair Road West, and Southgate Drive, as well as Route 56 U (Gordon) which provides connections to the University of Guelph from Clearfields Drive East. The proposed development will also be serviced by enhanced active transportation infrastructure including dedicated bike lanes along Clair Road East and on Gordon Street. The accessibility of the Subject Lands to nearby amenities as well as transit makes it an optimal location for compact housing as it reduces travel time and cost associated with travel.

## 2.9.3 Annual Ownership Benchmark Prices

As noted above, the City of Guelph provides an annual Growth Management and Affordable Housing Monitoring Report, which includes benchmark pricing for affordable ownership. The May 31, 2024 Information Report includes the latest version of the Growth Management and Affordable Housing Monitoring Report for 2023. The report concluded that for the year 2023, none of newly constructed residential units were sold below the affordable housing ownership benchmark price of \$429,016, which does not meet the affordable ownership target of 25% outlined in the Official Plan. However, the affordable housing secondary rental market target of 4 per cent was met with over 10% of new units created last year being rented at or below the affordable rental benchmark price of \$1,434 for 2023.

Each year the City determines the affordable housing benchmarks for ownership housing. This year the Ministry of Municipal Affairs and Housing released "The Affordable Residential Units for the Purpose of the Development Charges Act, 1997 Bulletin". This bulletin will be used to determine the 2024 affordable housing benchmark for home ownership threshold for Guelph. The bulletin determines, for ownership, a unit would be considered affordable when the purchase price is at or below the lesser of:

- Income-based purchase price: A purchase price that would result in annual accommodation costs equal to 30% of a household's gross annual income for a household at the 60th percentile of the income distribution



for all households in the local municipality; and

- Market-based purchase price: 90% of the average purchase price of a unit of the same unit type in the local municipality.

#### *Market-Based Benchmark*

The market-based calculation is calculated as 90% of the average purchase price by type of unit:

Unit Type	Average Sale Price	Affordable Threshold
Single Detached House	\$930,000	\$837,000
Semi-Detached House	\$740,000	\$666,000
Townhouse	\$690,000	\$621,000
Apartment	\$570,000	\$513,000

#### *Income-Based Benchmark*

The Minister's bulletin reports the maximum affordable income-based purchase threshold at \$398,800 for all unit types in 2024.

As the less expensive of the two methods is the income-based method, the 2024 affordable housing ownership benchmark price is \$398,800. At this time, the tenure and pricing of the units has not been determined.

### 2.9.4 Unit Descriptions & Amenity Areas

The requested OPA and ZBA would permit redevelopment of the Site with 715 units (1,187 bedrooms). At this time

approximately 42% of the units are proposed to be one-bedroom apartment units, 46% two-bedroom apartment units, 7% three bedroom units, 4% two-bedroom townhouse units and 1% three-bedroom townhouse units. While final unit sizing and finishes will be determined further into the design process, at this time the development is proposed to contain:

- 299 one bedroom apartment units that are currently proposed;
- 327 two bedroom apartment units that are currently proposed;
- 50 three bedroom units;
- 33 two bedroom townhouse units that are currently proposed; and
- 6 three bedroom townhouse units that are currently proposed.

Both indoor and outdoor amenity area are proposed for residents. Outdoor amenity areas at grade are proposed 5,093 square metres. Some of the residential units will have private balconies or terraces. A total 1,999 square metres is proposed as indoor amenity area.

### 2.9.5 Target Market- Ownership

At this time, the tenure of the units has not been determined.

### 2.9.6 Planning Applications- OPA and ZBA

This Affordable Housing Section has been included as part of the PJR in support of the proposed OPA and ZBA applications that facilitate the proposed development. Site

Plan Approval will be required at a later stage of development. The proposed development is not intended to be an affordable housing development as defined in the Official Plan.

### 2.9.7 Pre-Consultation Comments Summary

The proposal was discussed with the City of Guelph Development Review Committee on September 28<sup>th</sup> 2023, where it was identified that an Affordable Housing Study, as part of the PJR, was required as part of a complete application. Please see **Appendix 4** for the minutes from the Pre-Consultation Meeting. This Affordable Housing Section is being submitted in fulfillment of this requirement that demonstrates how the proposed development will support the City's objectives for affordable housing.

# *POLICY ANALYSIS* | **3.0**

This section of the PJR provides an overview of the applicable policy and regulatory context governing the Subject Lands, and how the proposed development fits within it. A detailed policy assessment of each document is provided in **Appendix 7**.

## 3.1 Planning Act

The Ontario Planning Act, R.S.O. 1990 (the “*Planning Act*”), consolidated June 8, 2023, is the primary legislation governing land use planning in the Province of Ontario. The *Planning Act* provides the basis for consideration of Provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes, regulating land uses through zoning by-laws and other measures, ensuring public notice and appeal rights, and other matters of Provincial interest. Several other Provincial Policies are created from the authority of the *Planning Act*, including the Provincial Policy Statement.

**Section 2** of the Planning Act sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regard to when carrying out their responsibilities under the Act. Matters of provincial interest relevant to the proposal include:

- *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *The orderly development of safe and healthy communities;*
- *The adequate provision of a full range of housing;*
- *The adequate provision of employment opportunities;*

- *The protection of the financial and economic well-being of the Province and its municipalities;*
- *The appropriate location of growth and development;*
- *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *The promotion of built form that,*
  - 1) *is well designed;*
  - 2) *encourages a sense of place;*
  - 3) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

### **Planning Act Summary:**

The proposed Official Plan and Zoning By-law Amendments have regard for, and implement, the above-noted matters of provincial interest under Section 2 of the *Planning Act*.

The proposed mixed-use development is located within a Strategic Growth Area, intended for transit-supportive intensification and growth. The proposed residential apartments contribute to the range and mix of housing available in the community while the at-grade commercial space contributes to the employment opportunities and bolsters economic development. The proposal incorporates transit-oriented densities with a well-designed built form supported by

community amenities including cycling and pedestrian routes, a public park, and vibrant public realm. The proposal can be accommodated through expanded municipal servicing. The residential towers will be designed to achieve compatibility with the

locational context including, the existing character of the community.

**The proposed OPA and ZBA applications have regard for matters of Provincial interest under the Planning Act.**

## 3.2 Provincial Planning Statement, 2024 ('PPS')

The new Provincial Planning Statement, 2024, came into effect on October 20, 2024, and replaces the PPS and Growth Plan for the Greater Golden Horseshoe. The changes proposed in the 2024 Provincial Planning Statement continue to emphasize the importance of intensification in proximity to transit stations

**Section 2.1, Planning for People and Homes**, includes policies aimed at accommodating an appropriate range of land uses that contributes to a complete community. **Section 2.1.4** states Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including, schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs and by improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society.

**Section 2.2.1, Housing**, provides direction on housing policies and recognizes the need for planning authorities to support the provision of diverse housing types and densities that are compatible with the surrounding neighbourhood, meets a broad range of housing demands, and are

necessary to meet the projected needs of both current and future residents.

**Section 2.4, Strategic Growth Areas**, includes policies that support the achievement of complete communities through promoting mixed-use developments that provide intensification and growth at an appropriate scale.

**Section 2.9, Energy Conservation, Air Quality, and Climate Change**, states that planning authorities shall plan to reduce greenhouse gases through supporting the achievement of compact, transit supportive, and complete communities that incorporate climate change considerations into the development of infrastructure.

**Sections 3.1.1, General Policies for Infrastructure and Public Service Facilities**, and **3.1.2, Transportation Systems**, encourages new developments to utilize existing municipal infrastructure to ensure that sufficient services are in place to meet current and projected needs.

**Section 3.6, Sewage, Water and Stormwater**, provides planning policies for best practices for sewage and water services and stormwater management.

**Section 3.9, Public Spaces, Recreation, Parks, Trails and Open Space**, promotes the creation of healthy and active communities that meet the needs of a diverse



population and foster social interaction and community connectivity.

### **Provincial Policy Statement Summary:**

In summary:

1. The proposed Official Plan and Zoning By-law Amendments supports the achievement of complete communities through providing a mixed-use development that incorporates a range of complementary uses including compact housing options, commercial uses, and parks, that are each accessible by active and public transportation.
2. The proposed development is located within a Strategic Growth Area within the City of Guelph's Settlement Area Boundary, and supports the goals of

the area for mixed-use intensification and growth.

3. The proposal will provide compact and transit-oriented housing that diversifies the housing stock available in the City to meet a vast range of current and future housing needs.
4. The proposed development will ensure that the necessary infrastructure capacity is in place to support residential growth.
5. The proposed development features community amenities, including parkland and commercial space, intended to stimulate community connectivity and social interaction.

**The proposed OPA, and associated development, are consistent with the Provincial Planning Statement (2024).**

### 3.3 City of Guelph Official Plan

The City of Guelph Official Plan was adopted by council on November 1, 1994 and was later approved by the Ministry of Municipal Affairs and Housing (MMAH) on December 20, 1995. The Official Plan was updated in 2001 and 2009, and consolidated to include updated policies and amendments as of February 2022. The Official Plan presents the objectives and policies that guide growth and development in the City of Guelph until the year 2051. The plan is founded on principles of sustainability, and policies that drive positive change for Guelph’s social, economic, cultural, and natural environment.

The City of Guelph recently updated their Official Plan through Official Plan Amendment 80 (OPA 80) which, was adopted by Council on July 11, 2022. The intent of OPA 80 was to bring the Official Plan into conformity with recent Provincial legislation and policy changes including, the establishment of Strategic Growth Areas.

The most recent Official Plan was consolidated February 2024 and includes OPA 80.

In the City of Guelph Official Plan, the Subject Lands are designated as:

- Schedule 1 – Growth Plan Elements:
  - Greenfield Area
  - Strategic Growth Area
- Schedule 2 – Land Use Plan:
  - Commercial Mixed-use Centre
- Schedule 7 – Wellhead Protection Areas:
  - Wellhead Protection Area C

The following chart shows how the designation of the Subject Lands has evolved through recent policy changes to the City of Guelph Official Plan. The chart is intended to contextualize the proposed development within recent policy changes, and should be used for information purposes only.

Schedule	City of Guelph Official Plan (2022)	OPA 80
Schedule 1- Growth Plan Elements	Greenfield Area, Community Mixed-use Node	Greenfield Area, Strategic Growth Area
Schedule 2- Land Use Plan	Commercial Mixed-use Centre	Commercial Mixed-use Centre

**Section 3.1** of the City of Guelph Official Plan includes direction for the achievement of complete and healthy communities that are well-designed, compact, and vibrant through the provision of employment opportunities, a full range and mix of housing options, high quality accessible open spaces, and convenient transportation options.

**Section 3.6**, Strategic Growth Areas, consists of policies that encourage the creation of transit-oriented mixed-use developments in the City's Strategic Growth Areas. Strategic Growth Areas should achieve higher employment and residential densities, be well served by transit, be walkable and compact, and provide a mix of uses. This section also includes policies for Community Mixed Use Nodes, including the Gordon Street & Clair Road Node. Community Mixed-Use Nodes are intended to incorporate a range of uses and a compact urban form with an attractive public realm.

**Section 3.7**, Designated Greenfield Areas, includes policies that support the creation of diverse and complete communities with compact densities that encourage walking, cycling, and public transportation. New development in the Designated Greenfield Area should incorporate an urban form that supports active mobility, a diverse land use mix, and high quality public spaces.

**Section 4.2** includes policies that protect the City's Water Resource System through Watershed Planning principles that ensures that development protects, improves, or restores the quality and quantity of water.

**Section 6.0**, Municipal Services and Infrastructure, ensures that new development is supported by full municipal services and utilities. Development should be compact and orderly to minimize costs of municipal services and infrastructure for the City.

**Section 8.0** consists of Urban Design policies for new development including policies for sustainable design, an interconnected, safe, and vibrant public realm, innovative high-rise buildings, and sufficient and attractive parking landscaping, and access points.

**Section 9.4** includes goals, and policies for lands designated as Commercial and Mixed-use. The intent of the designation is to make efficient use of land through co-locating complementary uses in close proximity to one another to create a well-defined focal point for the community. Mixed-use developments that incorporate residential uses must achieve minimum height, density, and floorplate requirements, conform to governing urban design guidelines, and be contextually appropriate for the community.

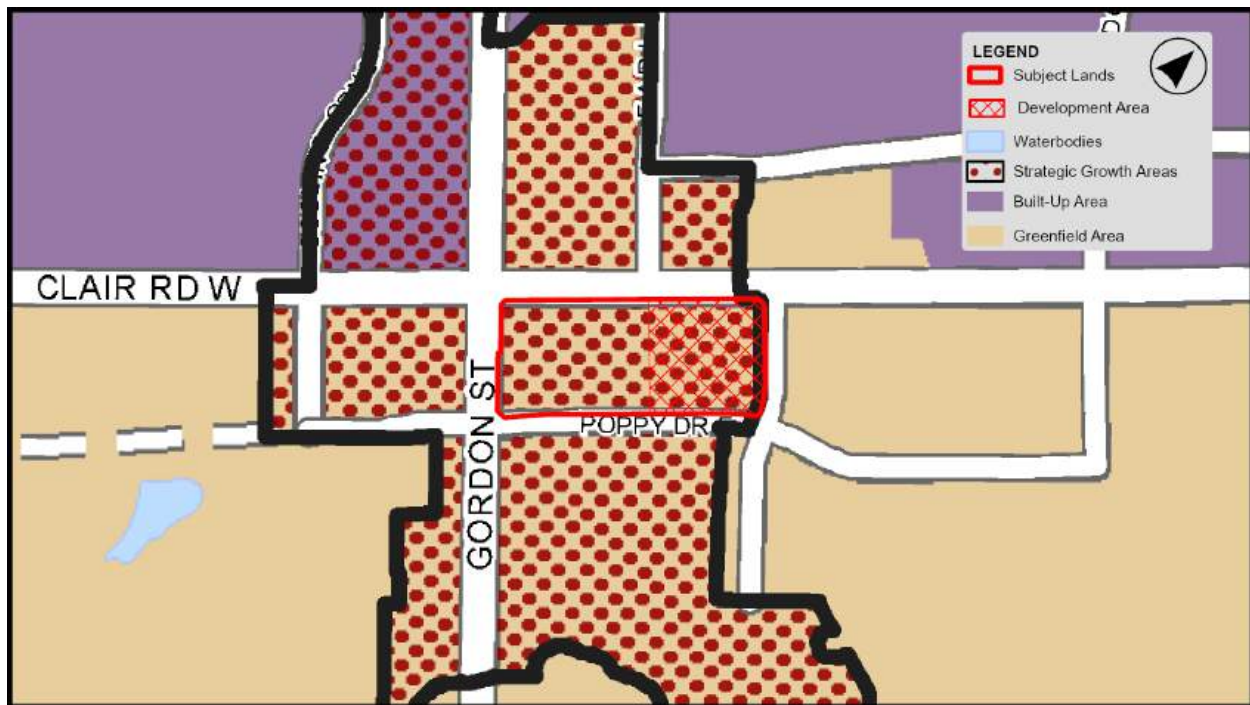


Figure 5: Guelph Official Plan (OPA 80) Schedule 1a – Urban Structure



Figure 6: Guelph Official Plan (OPA 80) Schedule 2 – Land Use Plan

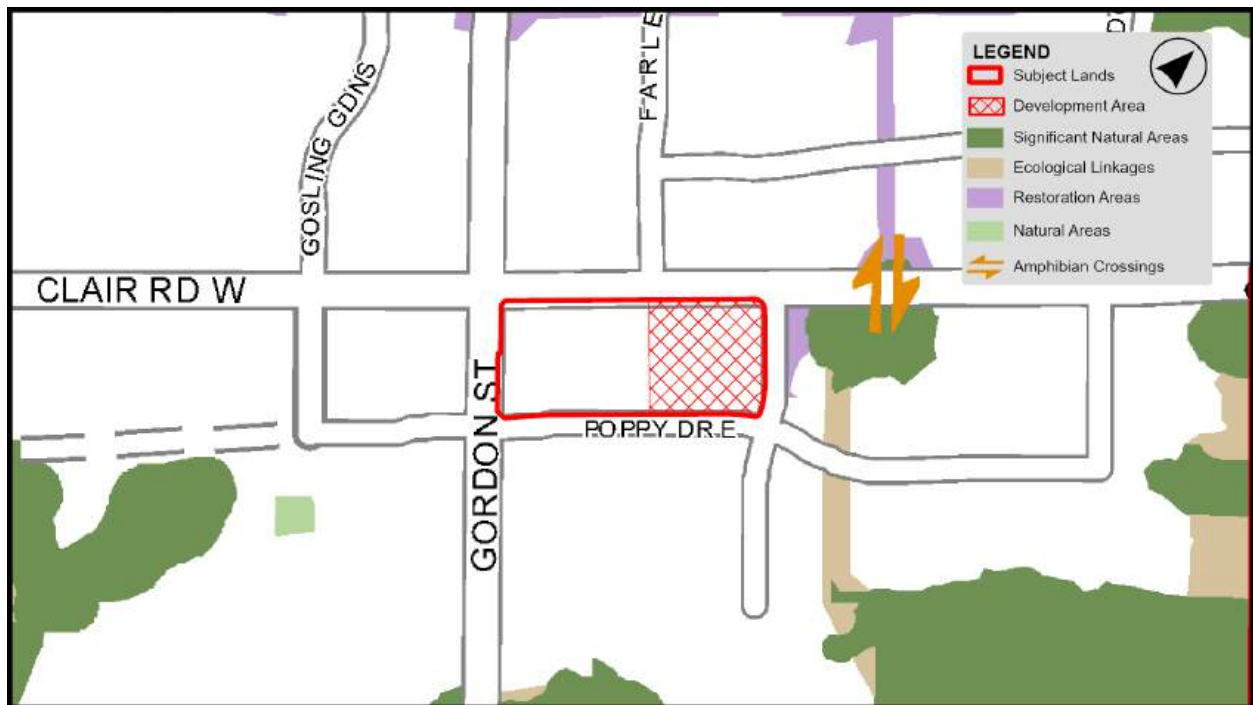


Figure 7: Guelph Official Plan (OPA 80) Schedule 4 – Natural Heritage System

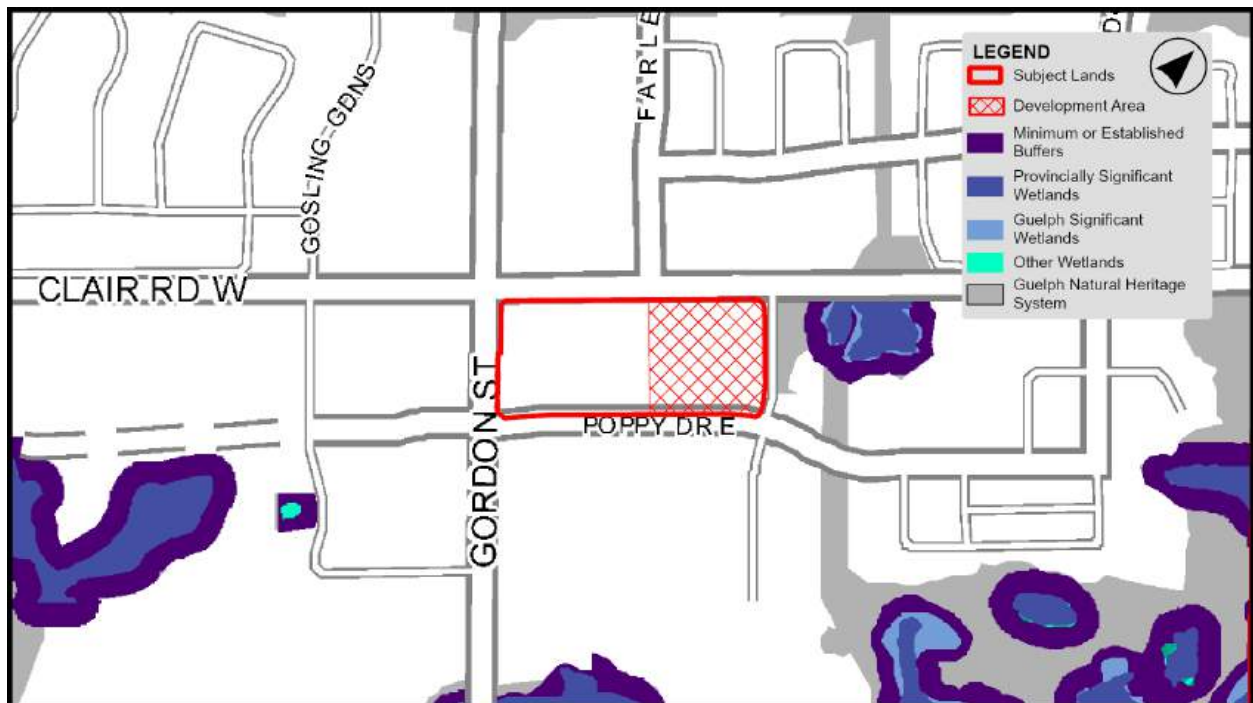


Figure 8: Guelph Official Plan (OPA 80) Schedule 4a – Natural Heritage System - ANSI and Wetlands

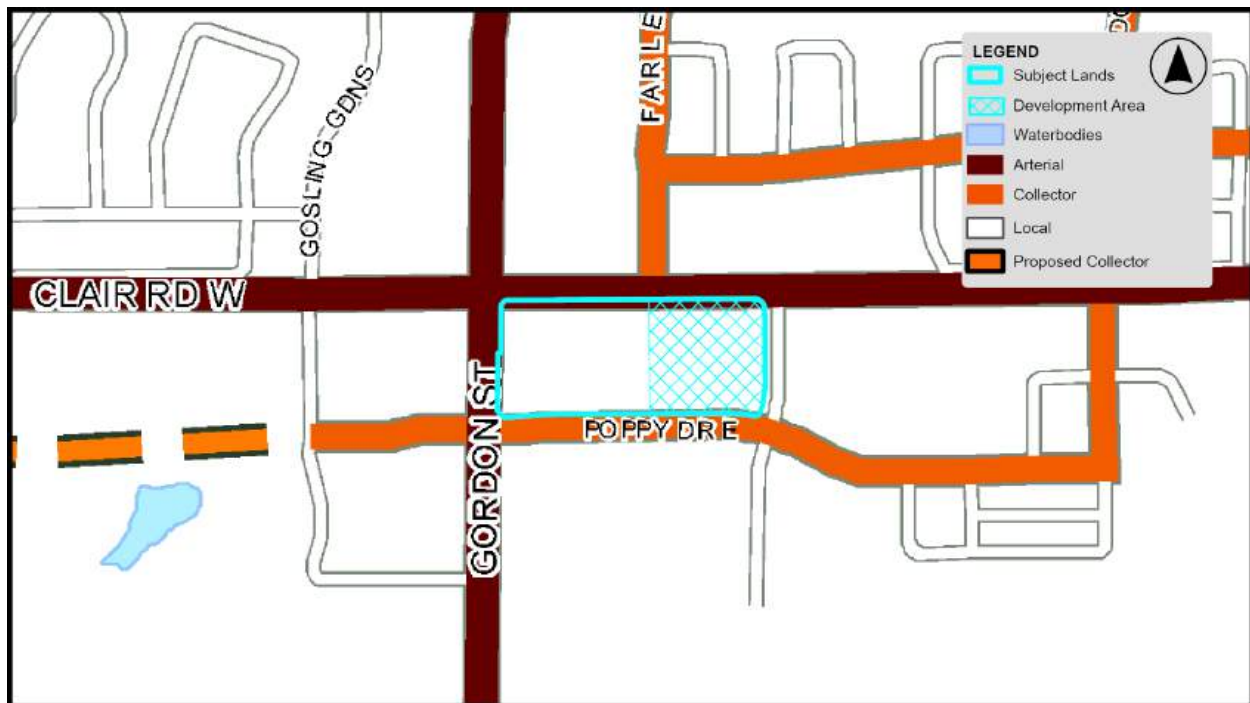


Figure 9: Guelph Official Plan (OPA 80) Schedule 5 – Road & Rail Network

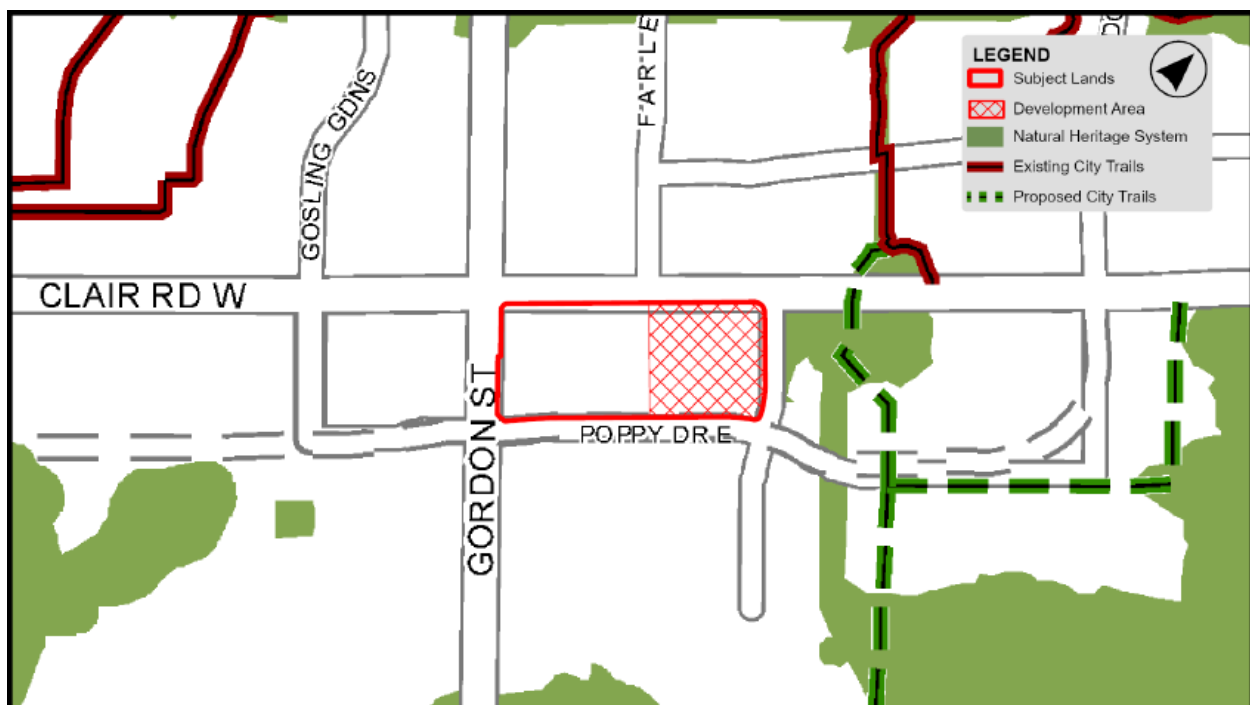


Figure 10: Guelph Official Plan (OPA 80) Schedule 6 – Open Space System: Trail Network



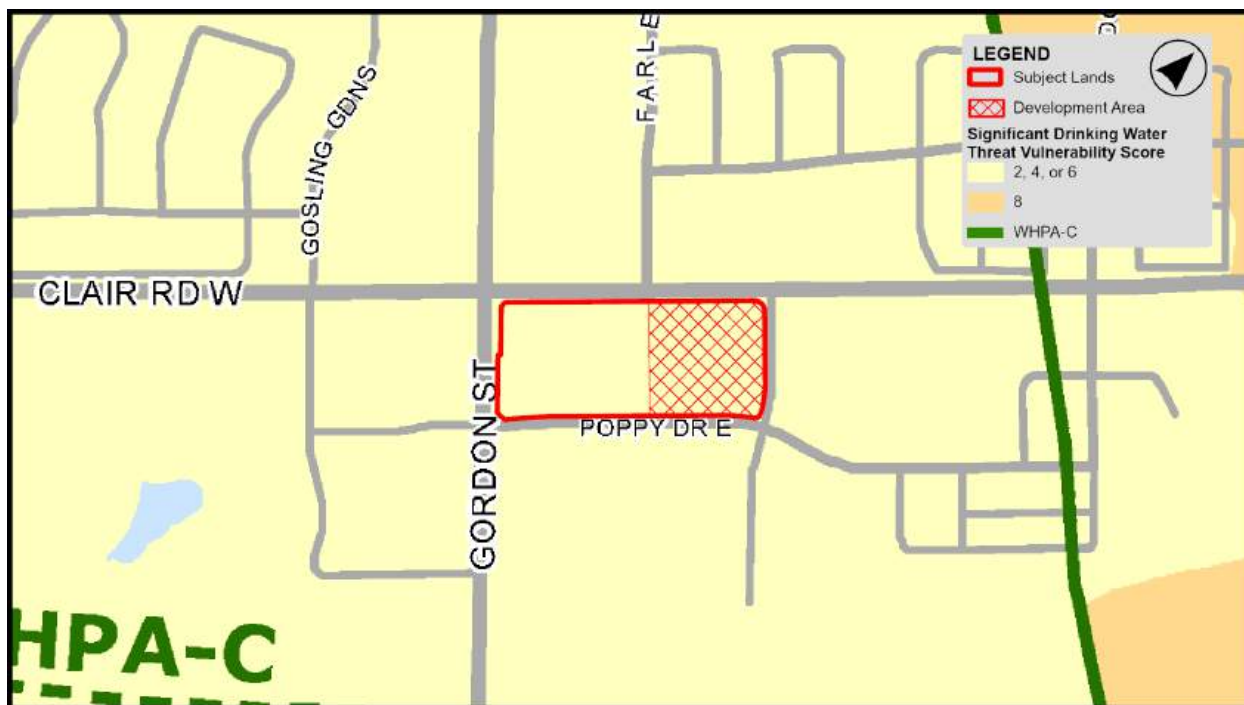


Figure 11: Guelph Official Plan (OPA 80) Schedule 7a – Wellhead Protection Areas

### **City of Guelph Official Plan Summary:**

A full analysis of the relevant City of Guelph Official Plan policies in relation to the proposed development can be found in **Appendix 7**. In summary:

1. The proposed OPA and ZBA applications will allow for the creation of 715 new residential units and 2,127 square metres GFA of commercial space within an identified Strategic Growth Area. The development will achieve a FSI of 3.75, which implements the goals for intensification outlined in the Official Plan and contributes to the evolving character of the community.
2. The proposed development will contribute to the range and mix of available housing in the community through providing a full range of housing unit types and sizes to assist the City in meeting Municipal and Provincial growth targets.
3. The proposed development tangibly implements the City's vision for Community Mixed-use Nodes in Strategic Growth Areas through proposing a transit-oriented mixed-use development that has a compact urban form, a vibrant public realm, and incorporates higher densities.
4. The proposal will ensure that adequate measures are taken to protect the integrity of the water resource system on the Subject Lands.
5. The proposed development optimizes the existing servicing capacity on the Subject Lands to provide for the



efficient use of the infrastructure available.

6. The design of the proposed development has been curated to align with the City's Urban Design Guidelines, as observed through the accessible, functional, and attractive public realm that features bike lanes, landscaped public open spaces, and transit connections.

7. The proposed development is in alignment with the objectives and policies for Commercial Mixed-use Centres in the City of Guelph. The OPA and ZBA application will allow for intensification of the site to meet the policy goals for complete and transit-oriented communities that increase housing.

**It is our opinion that the proposed OPA and ZBA conform to the City of Guelph Official Plan policies.**

### 3.4 City of Guelph Zoning By-law

On April 18<sup>th</sup> 2023, the Council in the City of Guelph approved the new Zoning By-law (2023)-20790. As of February 6, 2024, the Comprehensive Zoning By-law (2023)-20790 is now in force and effect, save and except for lands associated with site specific appeals.

In Zoning By-law (2023)-20790, the Subject Lands are zoned as 'Commercial Mixed-Use Centre (CMUC(PA)(H12))'. The permitted uses of lands zoned as 'CMUC' include a broad range of uses including: residential uses such as apartments and mixed-use buildings; commercial uses, such as retail

establishments; office uses; as well as service and community uses. Mapping and applicable zoning are included in this report as **Figure 12.**

The following chart has been provided to show how the proposed development conforms to the regulations of Zoning By-law (2023)-20790. Given parts of Zoning By-law (2023)-20790 remain under appeal, the table also includes a review of the previous zoning by-law (1995)-14864. Under the Zoning By-law (1995)-14864, the subject lands are zoned 'Community Shopping Centre (CC-22)'.



Figure 12: Guelph Zoning By-law (2023)-20790

TABLE 4: ZONING COMPARISON CHART					
PROVISIONS		PREVIOUS ZONING BY-LAW (1995)- 14864	CURRENT ZONING BY-LAW (2023)-20790	PROPOSED	COMPLIANCE
		'CC-20' Zone	'CMUC' Zone Items highlighted in Blue are under appeal		
Lot Frontage (min)		50 m	50 m	± 150 m <sup>2</sup> (Assuming Gordon Street)	Yes
Lot Area	Minimum	7,500 m <sup>2</sup>	7,500 m <sup>2</sup>	Overall Site - 53,497.3 m <sup>2</sup> Net Development Area – 20,388 m <sup>2</sup>	The site exceed the maximum lot area permitted in the CMUC Zone. The draft ZBA has been amended to capture this deficiency.
	Maximum	53,822.78 m <sup>2</sup>	50,000 m <sup>2</sup>		
Residential density (units per hectare)	Minimum	-	100 uph	351 uph	Yes
	Maximum	-	150 uph	351 uph	The proposed development exceed the maximum residential density permitted in the CMUC Zone. The draft ZBA has been amended to capture this deficiency.
Front yard and exterior side yard	Minimum	-	3 m (The minimum front yard and exterior side yard setback shall be 6 metres on Gordon Street.)	Gordon St – 3 m Clair Rd E – 3 m Hawkins Dr – 6.5 m Poppy Dr – 11.6 m	Yes
	Maximum	All Buildings shall be located a maximum of 3.0 metres from Gordon Street, Clair Road and any other public road allowance with the exception of Buildings located on the private road extension of Farley Drive in the central area of this Zone.	13 m	Gordon St – 3 m Clair Rd E – 3 m Hawkins Dr – 6.5 m Poppy Dr – 11.6 m	The CMUC Maximum yard requirements is currently under appeal, therefore the CC-20 maximum yard requirement applies.  The Draft ZBA has been revised to include a maximum yard requirement of 13 m, reflecting the CMUC requirements.

<b>Interior side yard (min)</b>		-	<i>3 metres (Where windows of a habitable room face an interior side yard, the minimum interior side yard setback shall be 7.5 m)</i>	To Parkland: Building A – 9.8 m Building B – 27.5 m	Yes
<b>Rear yard (min)</b>		-	7.5 m	Hawkins – 6.5 m	The Draft ZBA includes a provision requiring a minimum of 3 m setback to all public road allowances (Gordon St, Clair Rd E, Hawkins Dr, and Poppy Dr E)
<b>Buffer strip (min)</b>		A landscaped strip of land, 3 metres in width shall be maintained adjacent to the Street Line, except for those areas required for entry ramps.	A 3 m wide buffer strip is required adjacent to interior side and rear lot line	Amenity Area provided within 3 m landscape buffer abutting parkland. Landscape buffers are not proposed along street lines.	The CMUC landscape buffer requirements is currently under appeal, therefore the CC-20 zone requirements apply.  The draft ZBA include a provision to remove the requirement for landscape buffer along interior side yard, rear yard and street line.
<b>Landscaped open space (min)</b>		9% of the lot area	20% of lot area	42%	Yes
<b>Building Height</b>	Minimum	Buildings at the corner intersection of Gordon Street and Clair Road shall have the appearance of two (2) Storey Buildings and shall have a minimum height of 8.5 metres.	7.5 m for buildings located within 15 m of an existing and proposed arterial and/or collector road, as identified in the City's Official Plan in force and effect on the effective date	10 – 14 Storeys	The Draft ZBA includes a provisions to remove the minimum height requirement for non-residential buildings.
	Maximum	3 storeys to a maximum of 15 metres	10 storeys and in accordance with Section 4.14	10 – 14 Storeys	The Draft ZBA includes a provisions permitting the

					increase in height to 14 storeys.		
Floorplate size (max)	Below 7 <sup>th</sup> storey	14,000 m <sup>2</sup>	-	-	Yes		
	7 <sup>th</sup> and 8 <sup>th</sup> storeys	-	1,200 m <sup>2</sup>	Building A – 798 m <sup>2</sup> Building B -738 m <sup>2</sup> Building C – 808 m <sup>2</sup> Building D – 767 m <sup>2</sup>			
	Above the 8 <sup>th</sup> storey	-	1,000 m <sup>2</sup>	Building A – 770 m <sup>2</sup> Building B – 723 m <sup>2</sup> Building C – 780 m <sup>2</sup> Building D – 722 m <sup>2</sup>			
Required Parking	Minimum	1 space per 23 m <sup>2</sup> GFA  Required = 83.9 spaces (84 spaces)	In addition to the non residential parking rate, 1 space per dwelling unit plus 0.1 visitor spaces per dwelling unit  Multi-Unit Building: a. 0 spaces for the first 500 m <sup>2</sup> of GFA; b. Plus 3.5 spaces per 100 m <sup>2</sup> of GFA in excess of 500 m <sup>2</sup> and 5,000 m <sup>2</sup> ; and, c. Plus 2.5 spaces per 100 m <sup>2</sup> of GFA in excess of 5,000 m <sup>2</sup>		Residential: 1.0 spaces per unit Visitor: 0.1 space per unit Multi-Unit Building: a. 0 spaces for the first 500 m <sup>2</sup> of GFA; b. Plus 3.5 spaces per 100 m <sup>2</sup> of GFA in excess of 500 m <sup>2</sup> and 5,000 m <sup>2</sup> ; and, c. Plus 2.5 spaces per 100 m <sup>2</sup> of GFA in excess of 5,000 m <sup>2</sup>	The Draft ZBA includes revisions for residential and non-residential parking (1.0 for Resident, 0.1 for Visitor and the incremental Multi-Unit Building rate for the non-residential).  In addition, the Draft ZBA includes a provision to allow for the visitor parking and non-residential parking to be shared.	
			Residential (715 Units)	715 Spaces	Residential (715 Units)		742 Spaces
			Visitor (715 Units)	72 Spaces	Shared Visitor (715 Units) & Non-Residential (2,127 m <sup>2</sup> )		108 Spaces
			Non-Residential (2,127 m <sup>2</sup> )	57 Spaces			
			Total	844 Spaces	Total		850 Spaces

Required Parking	Maximum	-	In addition to the non residential parking rate, 1.5 spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit		-		Yes		
			Multi-Unit Building: 5 spaces 100 m²						
			Residential (715 Units)	1,073 Spaces				Residential (715 Units)	742 Spaces
			Visitor (715 Units)	179 Spaces				Shared Visitor (715 Units) & Non-Residential (2,127 m²)	108 Spaces
			Non-Residential (2,127 m²)	106 Spaces					
Total	1,358 Spaces	Total	850 Spaces						
Building step backs (min)		-	3 m for all portions for the building above the 6 <sup>th</sup> storey facing a street for buildings located within 15 m of a street		Clair Rd E – 3 m Poppy Dr E – Greater than 3m Hawkins Dr – Greater than 3m Private Street – 1.5 m		The Draft ZBA includes a provisions to permit a minimum stepback of 1.5 m from a private street.		
Building length (max)		-	75 m for buildings located within 15 m of a street for the portion of the building adjacent to the street		Building A – 67.4 m Building B – 75.0 m Building C – 67.4 m Building D – 55 m		Yes		
Distance between buildings (min)		-	Half of the building height to a maximum of 15 m and a minimum of 5 m (containing Habitable Rooms)  The distance between the faces of any two buildings with no windows to habitable rooms shall be a minimum of 5 m		Buildings C and D - 15 m Buildings A and B – 17 m		Yes		
First storey height (min)		-	4.5 m		7 m for Retail 4 m at Townhouses		The Draft ZBA includes a provision that exemptions the at-grade residential from the first storey height requirements.		
First storey transparency (min)		-	40 % of the surface area of the first storey of a building, up to 4.5		Currently undetermined. Will comply with requirements.		Yes		

		m from the ground, shall be comprised of transparent windows and/or active entrances when a building is within 15 m of an existing and proposed arterial and/or collector road, as identified in the City's Official Plan in force and effect on the effective date.			
<b>Active entrance</b>	-	When a building(s) or portion thereof is within 15 m of an existing and proposed arterial and/ or collector road, as identified in the City's Official Plan in force and effect on the effective date of this by-law, a minimum number of 1 active entrance for every 30 m of street line shall be required for the portion of the building facing the street.	Clair Rd E (Arterial)	Principal Retail Entrances provided	Yes
			Poppy Dr E (Collector)	Principal Residential entrances provided to townhouse units.	Yes
			Hawkins Dr	N/A	Yes
<b>Tower separation (min)</b>	-	The tower portion of the building, which is the portion of a building above the 6th storey, shall be setback a minimum of 25 m from any portion of another tower. Measured perpendicularly from the exterior wall of the 6th storey.	Tower Separation		-
			Tower A & B1	29.6 m	Yes
			Tower B1 & B2	25 m	Yes
			Tower C & D	29.6 m	Yes
		The tower portion of a building shall be setback a minimum of 12.5 m from an interior side lot line and rear lot line measured perpendicularly from the exterior wall of the 6th storey.	To Interior Side Yard (Park)		-
			Towers A	32 m	Yes
			Tower B2	37 m	Yes



			To Rear Yard (Hawkins Drive)		-	
			Tower A & D	20.0 m	Yes	
Common amenity area (min)	-	20 m <sup>2</sup> per dwelling unit		9.9 m <sup>2</sup> per dwelling unit		The Draft ZBA includes a provision to reduce the required amenity area to 9.9 m <sup>2</sup> per unit.  In addition, a provision has been included in the Draft ZBA to include a private area amenity requirements of 4.8 m <sup>2</sup> per unit.
		Bldg. A	Area – 3,740 m <sup>2</sup>	Bldg. A	Area – 2,199 m <sup>2</sup> Rate – 11.8 per unit	
		Bldg. B	Area – 4,920 m <sup>2</sup>	Bldg. B	Area – 2,450 m <sup>2</sup> Rate – 10.0 per unit	
		Bldg. C/D	Area – 5,640 m <sup>2</sup>	Bldg. C/D	Area – 2,443 m <sup>2</sup> Rate – 8.7 per unit	
		Total	Total – 14,300 m <sup>2</sup>	Total	Total – 7,092 m <sup>2</sup> Rate – 9.9 per unit	
		Common amenity area: (a) Common amenity areas shall be aggregated into one area or grouped into areas of not less than 50 m2 and shall be designed and located so that the length does not exceed 4 times the width. (b) Common amenity areas shall be located in any yard other than the required front yard or required exterior side yard. (c) 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, such as swimming pools,		(a) All common amenity areas have been grouped into areas greater than 50 m <sup>2</sup> (b) Common amenity area is not located within the front or exterior side yards. (c) Amenity area is provided at grade, as well as, on the rooftop. (d) Building A rooftop amenity are is provided to the edge of the building.		The Draft ZBA includes a provision the removes the requirement for rooftop amenity to be setback 2 m for interior side yard.

		<p>tennis courts, lounges, and landscaped areas.</p> <p>(d) Rooftop common amenity area shall be located a minimum of 2 metres from the roof edges facing an interior side yard.</p>		
<b>Angular Plane</b>	-	<p>Building heights shall not exceed an angular plane of 45 degrees from the centre line of the street. (In accordance with Section 4.14.4)</p> <p>Building heights shall not exceed an angular plane of 40 degrees from the lot line when adjacent to a park. (In accordance with Section 4.14.4)</p>	<p>Clair Rd E – 65.51 degrees Hawkins Dr– 51.46 degrees Poppy Dr E – 47.07 degrees Park – 35.31 degrees to the West 65.69 degrees to the North</p>	<p>The Draft ZBA includes a provision to permit an increased angular plane of 66 degrees to the centre line of a street and 66 degrees to the lot line abutting a park.</p>
<b>Commercial GFA (min)</b>	-	<p>Not less than 25% of the commercial gross floor area (GFA) existing on the date of the passing of this bylaw.</p> <p>Existing = 4,840.55 m<sup>2</sup> Required = 1,210.1 m<sup>2</sup></p>	2,127 m <sup>2</sup>	Yes
<b>Designated Accessible Parking Spaces</b>	Number of required parking between 201 to 1,000 = 3 Spaces.	<p>Number of required parking between 201 to 1,000 = 2 accessible parking spaces plus an additional 2% of total spaces with an equal number of Type A and Type B accessible parking spaces.</p> <p>Required Based on 850 Required Spaces = 19 Spaces</p>	34 Spaces	Yes

<b>Electric Vehicle Parking Spaces</b>	<p>-</p>	<p>Residential:</p> <ul style="list-style-type: none"> <li>• Minimum 20% to provide electric vehicle parking spaces.</li> <li>• Minimum 80% to be provided as designed electric vehicle spaces.</li> </ul> <p><i>Required Residential Parking: 715 Spaces (Rate: 1.0/unit per proposed ZBA)</i></p> <ul style="list-style-type: none"> <li>• 20% - 143 Spaces</li> <li>• 80% - 572 Spaces</li> </ul> <p><i>Required Residential Parking: 72 Spaces (Rate 0.1/unit per proposed ZBA)</i></p> <ul style="list-style-type: none"> <li>• 20% - 14 Spaces</li> <li>• 80% - 58 Spaces</li> </ul> <p>Non-Residential:</p> <ul style="list-style-type: none"> <li>• Minimum 10% to provide electric vehicle parking spaces.</li> <li>• Minimum 20% to be provided as designed electric vehicle spaces.</li> </ul> <p><i>Required Non-Residential: 57 Spaces (Rate: 3.5 spaces/100 m<sup>2</sup> for GFA in excess of 500 m<sup>2</sup>, per proposed ZBA)</i></p> <ul style="list-style-type: none"> <li>• 10% - 6 Spaces</li> <li>• 30% - 17 Spaces</li> </ul>	<p>Residential/Visitor:</p> <ul style="list-style-type: none"> <li>• EV Spaces: No EV Spaces</li> <li>• Designed EV Spaces: 827 Spaces</li> </ul> <p>Non-Residential:</p> <ul style="list-style-type: none"> <li>• EV Spaces: 4 Spaces</li> <li>• Designed EV Spaces: 34 Spaces</li> </ul>	<p>The Draft ZBA includes a provision requiring a minimum 95% of total required parking to be Designed Electric Vehicle Parking.</p>
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The following table summarizes the proposed special exceptions to the zoning and rationale for these exceptions:

Exception	Rationale
Height	Site is located within a Strategic Growth Area, an area that is intended to be the focus for intensification. The increase in height is crucial to meet the growing demand for housing within an area intended for growth and intensification. The compact built form allow for the optimization of the subject lands, provide for a variety of house types and sizes, and provides for transit-oriented development. This approach promotes the effect use of existing infrastructure and public services. The proposed height increase is consistent with OPA 80, which emphasizes the strategic intensification in designated growth areas. The proposed development has been designed to provide appropriate transitions to the adjacent lands be decreasing the height toward the surrounding low density residential and proposed parkland dedication. The proposed height increase not only optimizes the use of the Subject Lands within a Strategic Growth Area, but also supports development objectives outlined in the City's planning framework.
Density	Site is located within a Strategic Growth Area an area that is intended to be the focus for intensification. This increase in density will allow for the optimization of the subject lands and contributes positively to the City's development goals and density targets. The proposed development provides for a variety of house types and sizes including one, two and three bed-room units, as well as, ground floor townhouse style units. This approach aligns with the City's and Provinces intensification objectives.
Setbacks	Site is located within a Strategic Growth Area and is intended for intensification and pedestrian friendly design. The reduced setback will allow the proposed mixed-use and residential buildings to integrate with the surrounding public realm while maintaining consistence with the built form and setback provided in with the remaining commercial component of the site. By optimizing the lands through the reduction of setbacks, the proposed development fosters a vibrant streetscape conducive to pedestrian activity, prompting a sustainable and integrated pedestrian environment that enhances community connectivity though the proposed development and to the surrounding area.
Parking	The Subject Lands are located in an area that is becoming more urbanized and connected through the City's investments in the public transportation system, including enhancements to the existing cycling network. The proposed parking is generally inline with the City's zoning requirements and is supported by the parking study, prepared by BA Group. The proposed development prioritizes efficient lands use, promotes alternative modes of transportation and is transit-supportive. To reflect current electric vehicle parking market demands, a reduction in required electric vehicle spaces is

	<p>proposed to not require any electric vehicle parking for both the residential and non-residential uses until such time as warranted. In response to this reduction, the Draft ZBA proposes to increase the required designed vehicle parking from 80% to 95%. All parking in the underground parking structure will provide conduits that would be capable of accommodating EVSE charging. This will allow for greater flexibility to meet future market demands.</p>
Amenity	<p>The proposed development provides for a 0.18 ha parkland contribution, which is integrated with the surrounding outdoor amenity area. Dallan Park is a 0.76 ha community park which is within a 200 m walk from the Subject Lands. Surrounding Dallan Park is 1.90 ha of open space owned by the Municipality and is planned for a future City Trail per Schedule 6 in the City's Official Plan (<b>Figure 10</b>). The proposed City Trail will provide a connection to the extensive existing trail system, including trail connections to Preservation Park.</p> <p>In addition to the above parkland contribution and acknowledgement of the surrounding parks and trails, the draft Zoning By-law Amendment has been revised to include a minimum private amenity space of 4.8 m<sup>2</sup> per unit. This will ensure each unit has dedicated amenity space immediately accessible to the unit. In addition to the private amenity space, new rooftop amenity space has been added to Buildings C and D, providing an additional 571 m<sup>2</sup>. In total, the development proposes 1,999 m<sup>2</sup> of indoor amenity space, 5,093 m<sup>2</sup> of outdoor amenity spaces and 5,732 m<sup>2</sup> of private amenity space. Overall, the development provides 4.8 m<sup>2</sup> per unit of private amenity space and 9.9 m<sup>2</sup> per unit of common amenity space. Based on the preliminary programming that was previously provided and given the parkland contribution as well as the surrounding trail system, we believe a balanced and appropriate amount of amenity space has been provided for this development.</p>
Angular Plane	<p>The Subject Lands are located in a Strategic Growth Area which emphasizes intensification and efficient use of land resources to accommodate population growth sustainably. By allowing for a greater angular plane, the development can achieve taller buildings that fit harmoniously within the surrounding built environment, contributing to a more compact urban form and reducing sprawl. The proposed development has provided for a parkland located at the corner of Poppy Drive East and Hawkins Drive. This location provide for greater separation from the surrounding low density residential. As a result, the proposed development is setback further from the more sensitive surrounding land uses, minimizing any impacts. In addition, a Sun Shadow Study has been prepared by SvN Architect and illustrates the surrounding area, in general, will only experience shadowing after 6pm in spring, 6 pm in summer, 5 pm in fall and 3</p>

pm in winter. In the winter months, shadowing affects the adjacent stormwater pond, not the adjacent residential.

A copy of the Draft Zoning By-law Amendment is included in this report and can be found in **Appendix 3**.

# *CONCLUSION & SUMMARY*

## **4.0**



## 4.1 Conclusion & Summary

As outlined in this report, together with the supporting technical reports, the proposed development and associated Official Plan Amendment and Zoning By-law Amendment represent an appropriate development for the Subject Lands.

Based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposed development concept, and an analysis of the proposal within the current policy framework and regulatory context of the Province and City, this report concludes the following:

1. The proposed redevelopment is consistent with the Provincial Policy Statement and conforms to the A Place to Grow Growth Plan for the Greater Golden Horseshoe and represents intensification in the Designated Greenfield Area;
2. The proposed development conforms to the City of Guelph Official Plan. The multi-unit residential and intensification development criteria have been addressed and the proposed development assists in achieving the City's intensification targets;
3. The proposed development provides for the intensification and redevelopment of an underutilized site in the Greenfield Area of the City of Guelph on lands that are well located with respect to transportation and neighbourhood convenience;
4. The proposed development will contribute to the range of residential building types within the community; and
5. The proposed development will optimize the use of existing infrastructure as the lands can be adequately serviced through connections to existing infrastructure.
6. The proposed increase density is consistent with the overarching intensification policy objectives of the Province and City, while also being supported by technical studies demonstrating that the increased units permitted per hectare can be accommodated.
7. The proposed zoning modification to in-force Zoning By-law (1995)-14864 for height, density and uses are intended to bring the site into conformity with the OPA 80 and Council approved Zoning By-law 2023-20790. The site-specific performance standards allow for the comprehensive and efficient development of the Subject Lands.

The proposed Official Plan Amendment and Zoning By-law Amendment represent good planning, and implement the City and Provincial vision for the Subject Lands.

Respectfully submitted,

**MHBC**

A handwritten signature in blue ink, appearing to read 'Oz Kemal', is written over the printed name.

Oz Kemal, BES, MCIP, RPP  
Partner

# **Appendix 1**

**CONCEPT PLAN**



NO.	DATE	REVISION /ISSUANCE
1	231215	Issued For ZBA Pre-Submission
2	240726	Issued For ZBA Pre-submission
3	250320	Issued For ZBA

NOTES

SITE STATS			
OVERALL SITE AREA (Approx.)	53,497 sq.m		
DEVELOPMENT SITE AREA	22,188 sq.m		
PROPOSED PARKLAND DEDICATION	8%	1800 sq.m	
NET SITE AREA	20,388 sq.m		
DENSITY	3.75 FSI		
LANDSCAPE COVERAGE	42%		
BUILDING HEIGHTS			
TOWER A	14 STOREYS	45.74 m*	
TOWER B1	14 STOREYS	44.27 m*	
TOWER B2	10 STOREYS	32.27 m*	
TOWER C	14 STOREYS	45.85 m*	
TOWER D	14 STOREYS	45.07 m*	
* Measured from average grade			

COMMON AMENITY AREA			
PHASE 1   BUILDING A		PHASE 2   BUILDING B	
NO. OF UNITS	187	NO. OF UNITS	246
INDOOR AMENITY	459	INDOOR AMENITY	722
OUTDOOR AMENITY	1748	OUTDOOR AMENITY	1728
TOTAL AMENITY PROVIDED	2199	TOTAL AMENITY PROVIDED	2450
TOTAL AMENITY PER UNIT	11.8	TOTAL AMENITY PER UNIT	10.0
POPS	0	POPS	0
ALL PHASES COMBINED			
INDOOR AMENITY	1899		
OUTDOOR AMENITY	5,093		
TOTAL	7,092		
TOTAL AMENITY PER UNIT	9.9		
PRIVATE AMENITY AREA			
PHASE 1   BUILDING A		PHASE 2   BUILDING B	
AREA OF BALCONIES	1458	AREA OF BALCONIES	1860
AREA OF BALCONIES		AREA OF BALCONIES	2414
PRIVATE AMENITY AREA RATE	4.8 sq.m/unit		

UNIT MIX

	PHASE 01								PHASE 02								PHASE 03							
	BUILDING A								BUILDING B								BUILDING C							
	1B	1B+D	2B	2B+D	3B	3B TH	3B TH	TOTAL	1B	1B+D	2B	2B+D	3B	3B TH	3B TH	TOTAL	1B	1B+D	2B	2B+D	3B	3B TH	3B TH	TOTAL
LEVEL 1						15	2	17									16	2	18					
LEVEL 2	8	2	7	4	2			23	11	1	10	4	2			28	3	3	3	7				
LEVEL 3	8	2	7	4	2			23	11	1	10	4	2			28	3	3	3	7				
LEVEL 4	8	2	7	4	2			23	11	1	10	4	2			28	3	3	3	7				
LEVEL 5	8	2	7	4	2			23	11	1	10	4	2			28	3	3	3	7				
LEVEL 6	8	2	7	4	2			23	11	1	10	4	2			28	3	3	3	7				
LEVEL 7	3	1	1	1	1			6	1	1	5	0	1			16	2	2	2	2	1			
LEVEL 8	3	1	3	1	2			10	8	2	7	2	1			20	3	1	2	2	2			
LEVEL 9	3	1	3	1	2			10	8	2	7	2	1			20	3	1	2	2	2			
LEVEL 10	3	1	3	1	2			10	8	2	7	2	1			20	3	1	2	2	2			
LEVEL 11	3	1	3	1	2			10	4	1	4	1				10	3	1	2	2	2			
LEVEL 12	3	1	3	1	2			10	4	1	4	1				10	3	1	2	2	2			
LEVEL 13	3	1	3	1	2			10	4	1	4	1				10	3	1	2	2	2			
LEVEL 14	3	1	3	1	2			10	4	1	4	1				10	3	1	2	2	2			
TOTAL	56	16	51	24	20	15	2	101	91	15	82	26	12	16	2	148	35	21	26	40	15	2	2	101
GRAND TOTAL	30%	9%	27%	13%	12%	8%	1%	187	38%	6%	33%	11%	5%	7%	1%	248	24%	14%	19%	29%	10%	1%	1%	148
TOTAL ALL PHASES	715								UNITS								42% 18							
																	50% 28							
																	8% 38							
INCLUDING PARKLAND	322								UNITSHA															
EXCLUDING PARKLAND	351								UNITSHA															

PHASE 1 - BUILDING A			PHASE 2 - BUILDING B			PHASE 3 - BUILDING C			PHASE 3 - BUILDING D		
	GFA (sq.m)	NET FLOOR AREA (sq.m)		GFA (sq.m)	NET FLOOR AREA (sq.m)		GFA (sq.m)	NET FLOOR AREA (sq.m)		GFA (sq.m)	NET FLOOR AREA (sq.m)
LEVEL 1	2238	1581	LEVEL 1	2980	2323	LEVEL 1	2045	1571	LEVEL 1	1773	1428
LEVEL 2	1708	1358	LEVEL 2	2192	1740	LEVEL 2	988	753	LEVEL 2	428	292
LEVEL 3	2021	1763	LEVEL 3	2433	2117	LEVEL 3	1563	1398	LEVEL 3	1391	1237
LEVEL 4	2021	1763	LEVEL 4	2433	2117	LEVEL 4	1563	1398	LEVEL 4	1391	1237
LEVEL 5	2021	1763	LEVEL 5	2433	2117	LEVEL 5	1563	1398	LEVEL 5	1391	1237
LEVEL 6	2021	1763	LEVEL 6	2433	2117	LEVEL 6	1563	1398	LEVEL 6	1391	1237
LEVEL 7	901	798	LEVEL 7	1679	1476	LEVEL 7	925	808	LEVEL 7	869	744
LEVEL 8	880	770	LEVEL 8	1655	1447	LEVEL 8	882	780	LEVEL 8	830	767
LEVEL 9	880	770	LEVEL 9	1655	1447	LEVEL 9	882	780	LEVEL 9	830	722
LEVEL 10	880	770	LEVEL 10	1655	1447	LEVEL 10	882	780	LEVEL 10	830	722
LEVEL 11	880	770	LEVEL 11	827	722	LEVEL 11	882	780	LEVEL 11	830	722
LEVEL 12	880	770	LEVEL 12	827	722	LEVEL 12	882	780	LEVEL 12	830	722
LEVEL 13	880	770	LEVEL 13	827	722	LEVEL 13	882	780	LEVEL 13	830	722
LEVEL 14	880	770	LEVEL 14	827	722	LEVEL 14	882	780	LEVEL 14	830	722
MECH PH	420	0	MECH PH	420	0	MECH PH	420	55	MECH PH	420	79
TOTAL	19510	16179	TOTAL	25274	21234	TOTAL	16803	14233	TOTAL	14864	12588

TOTAL GFA (sq.m) FOR ALL PHASES 76450 sq.m  
TOTAL NFA (sq.m) FOR ALL PHASES 64234 sq.m

New Zoning By-law (2023)-20790 :

Gross floor area (GFA) means the floor area of a building measured from the centre line of partition walls and from the exterior face of outside walls.

Net floor area means the gross floor area of a building measured from the interior walls, excluding stairways, common hallways, elevator shafts and other service and mechanical shafts, service and mechanical rooms, waste and recycling rooms, loading areas, and common washroom facilities.

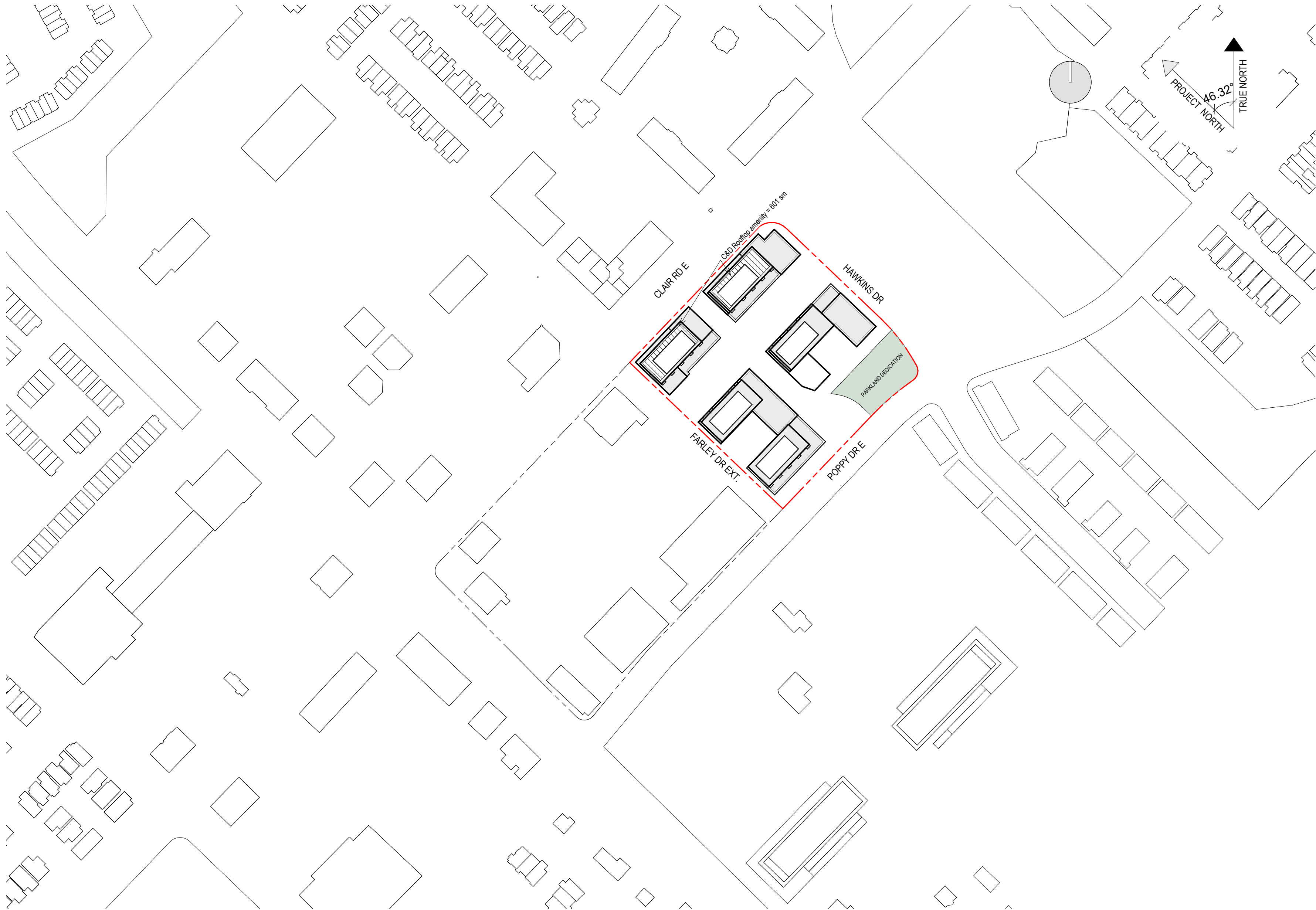
CAR PARKING

PHASE 1   BUILDING A		PHASE 2   BUILDING B		PHASE 3   BUILDINGS C & D	
NO. OF UNITS	187	NO. OF UNITS	246	NO. OF UNITS	282
MIN REQ. VISITOR	1/UNIT	MIN REQ. VISITOR	1/UNIT	MIN REQ. VISITOR	1/UNIT
MIN REQ. RESIDENTIAL	8/UNIT	MIN REQ. RESIDENTIAL	8/UNIT	MIN REQ. RESIDENTIAL	8/UNIT
REQ. ACCESSIBLE SPACES	1.4%	REQ. ACCESSIBLE SPACES	1.4%	REQ. ACCESSIBLE SPACES	1.4%
PROPOSED		PROPOSED		PROPOSED	
LEVEL P1		LEVEL P1		LEVEL P1	
NON-RES PARKING	21	NON-RES PARKING	26	NON-RES PARKING	36
RESIDENTIAL PARKING	100	RESIDENTIAL PARKING	97	RESIDENTIAL PARKING	100
TOTAL	121	TOTAL	123	TOTAL	136
LEVEL P2		LEVEL P2		LEVEL P2	
NON-RES PARKING	0	NON-RES PARKING	0	NON-RES PARKING	0
RESIDENTIAL PARKING	129	RESIDENTIAL PARKING	129	RESIDENTIAL PARKING	134
TOTAL	129	TOTAL	129	TOTAL	134
TOTAL ACCESSIBLE	10	TOTAL ACCESSIBLE	12	TOTAL ACCESSIBLE	12
OVERALL TOTAL	250	OVERALL TOTAL	252	OVERALL TOTAL	250
PROPOSED PARKING RATIO   NON-RES	0.1	PROPOSED PARKING RATIO   NON-RES	0.1	PROPOSED PARKING RATIO   NON-RES	0.1
PROPOSED PARKING RATIO   RES	1.4	PROPOSED PARKING RATIO   RES	0.5	PROPOSED PARKING RATIO   RES	1.4

OVERALL ALL PHASES		COMMERCIAL PARKING	
NON-RES PARKING	80	OVERALL COMMERCIAL AREA (BLOCKS A,B,C & D)	2127
RESIDENTIAL PARKING	742	MIN REQUIRED COMMERCIAL PARKING	57
PROPOSED PARKING RATIO   NON-RES	0.1	0 spaces for the first 500 m <sup>2</sup> of GFA;	
PROPOSED PARKING RATIO   RES	1.4	3.5 spaces / 100 m <sup>2</sup> GFA in excess of 500	
		NON-RES SURFACE PARKING PROPOSED	22
		NON-RES PARKING PROPOSED IN BLOCKS C & D	36
		OVERALL NON-RES PARKING PROPOSED	58

BIKE PARKING

PHASE 1   BUILDING A   RES		PHASE 2   BUILDING B   RES		PHASE 3   BUILDING C   RES		PHASE 3   BUILDING D   RES	
NO. OF UNITS	187	NO. OF UNITS	250	NO. OF UNITS	146	NO. OF UNITS	136
REQUIRED SHORT-TERM PARKING	1/UNIT	REQUIRED SHORT-TERM PARKING	1/UNIT	REQUIRED SHORT-TERM PARKING	1/UNIT	REQUIRED SHORT-TERM PARKING	1/UNIT
PROPOSED SHORT-TERM PARKING	187	PROPOSED SHORT-TERM PARKING	250	PROPOSED SHORT-TERM PARKING	146	PROPOSED SHORT-TERM PARKING	136
REQUIRED LONG-TERM PARKING	26	REQUIRED LONG-TERM PARKING	26	REQUIRED LONG-TERM PARKING	146	REQUIRED LONG-TERM PARKING	136
PROPOSED LONG-TERM PARKING	189	PROPOSED LONG-TERM PARKING	250	PROPOSED LONG-TERM PARKING	146	PROPOSED LONG-TERM PARKING	136
REQUIRED HORIZONTAL BICYCLE PARKING SPACES	25%	REQUIRED HORIZONTAL BICYCLE PARKING SPACES	25%	REQUIRED HORIZONTAL BICYCLE PARKING SPACES	25%	REQUIRED HORIZONTAL BICYCLE PARKING SPACES	25%
PROPOSED HORIZONTAL BICYCLE PARKING SPACES	47	PROPOSED HORIZONTAL BICYCLE PARKING SPACES	63	PROPOSED HORIZONTAL BICYCLE PARKING SPACES	37	PROPOSED HORIZONTAL BICYCLE PARKING SPACES	34
PROPOSED STACKED BICYCLE PARKING SPACES	48	PROPOSED STACKED BICYCLE PARKING SPACES	78	PROPOSED STACKED BICYCLE PARKING SPACES	60	PROPOSED STACKED BICYCLE PARKING SPACES	36
PROPOSED LONG-TERM PARKING	199	PROPOSED LONG-TERM PARKING	254	PROPOSED LONG-TERM PARKING	149	PROPOSED LONG-TERM PARKING	137
PROPOSED OVERALL COMMERCIAL BIKE PARKING	4	PROPOSED OVERALL COMMERCIAL BIKE PARKING	4	PROPOSED OVERALL COMMERCIAL BIKE PARKING	4	PROPOSED OVERALL COMMERCIAL BIKE PARKING	4
LONG TERM BIKE PARKING	4	LONG TERM BIKE PARKING	4	LONG TERM BIKE PARKING	4	LONG TERM BIKE PARKING	4
PROPOSED RESIDENTIAL BIKE PARKING - ALL PHASES		PROPOSED RESIDENTIAL BIKE PARKING - ALL PHASES		PROPOSED RESIDENTIAL BIKE PARKING - ALL PHASES		PROPOSED RESIDENTIAL BIKE PARKING - ALL PHASES	
LONG TERM BIKE PARKING	733	LONG TERM BIKE PARKING	733	LONG TERM BIKE PARKING	733	LONG TERM BIKE PARKING	733
SHORT TERM BIKE PARKING	76	SHORT TERM BIKE PARKING	76	SHORT TERM BIKE PARKING	76	SHORT TERM BIKE PARKING	76

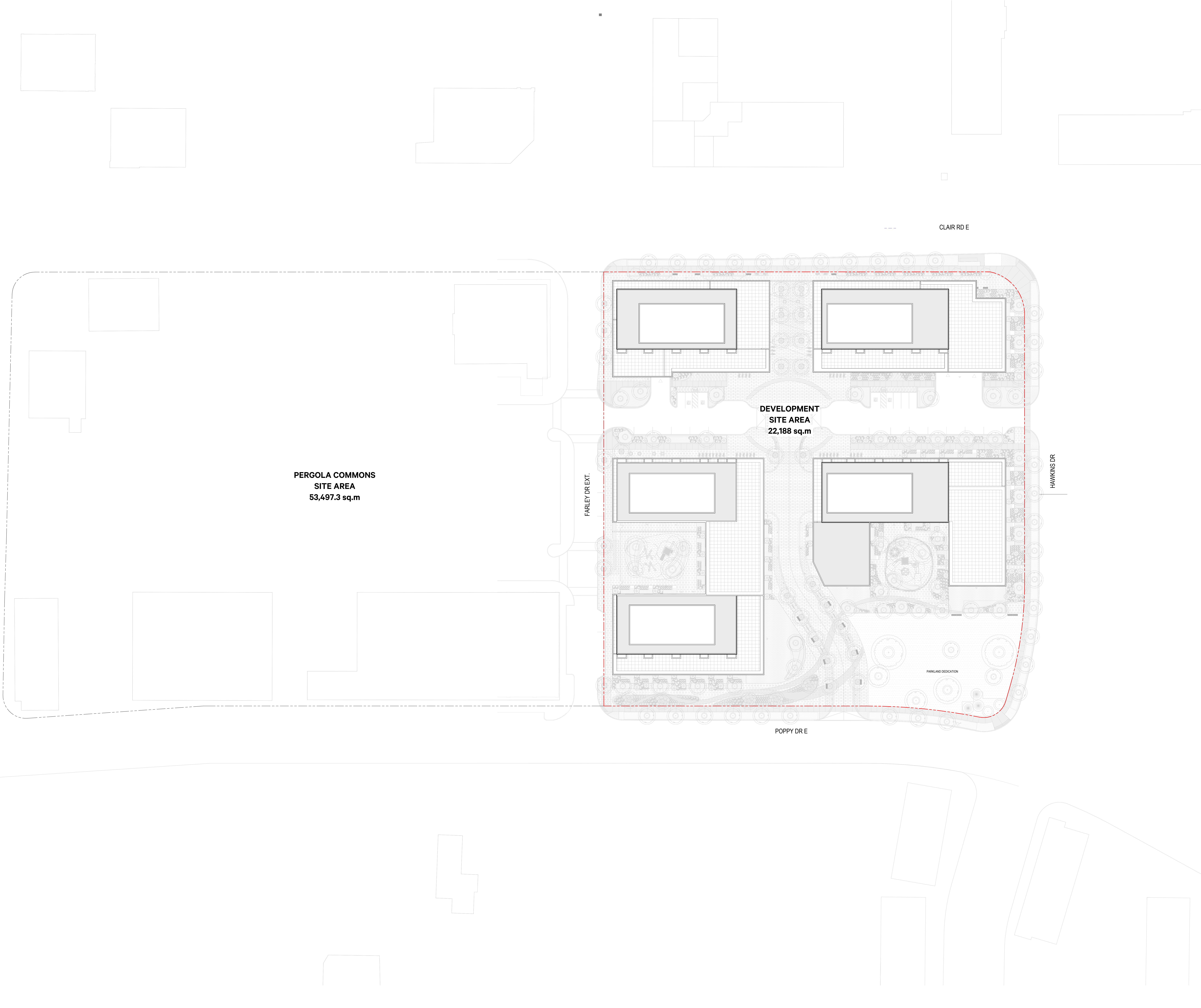


1 A 101 CONTEXT MAP 1:2000

PERGOLA COMMONS

PROJECT OVERVIEW





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NO.	DATE	REVISION / ISSUANCE
1	231215	Issued For ZBA Pre-Submission
2	240726	Issued For ZBA Pre-submission
3	250320	Issued For ZBA

NOTES



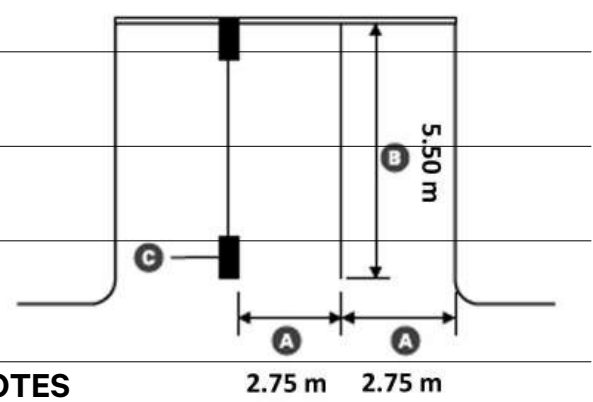




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Parking space dimensions

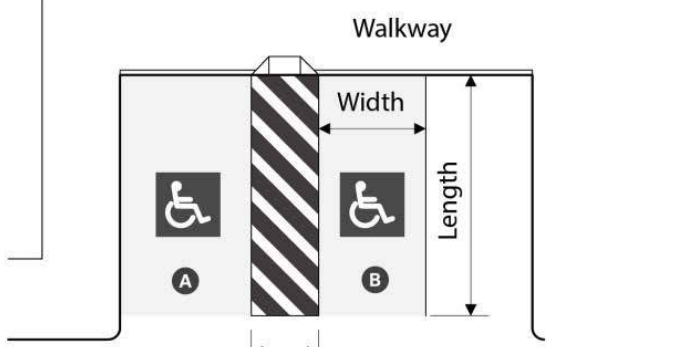


NOTES

- ① Width 2.75 m
- ② Length 5.50 m
- ③ Column

C-30 | City of Guelph Zoning By-law

Accessible parking space dimensions



- ① Type A (3.4 m width x 5.5 m long)
- ② Type B (2.4 m width x 5.5 m long)
- ③ Access aisle (2 m)

C-37 | City of Guelph Zoning By-law

**SvN** DESIGN ASSOCIATION  
ARCHITECTS  
70 Adelaide St. E.  
Toronto, ON M5C 1K9  
416-593-8888  
L16522469

PERGOLA COMMONS

LEVEL P1 PARKING PLAN

PROJECT  
SCALE 1:200  
DATE 01/18/18  
DRAWN  
CHECKED  
Author  
Checker

A 105

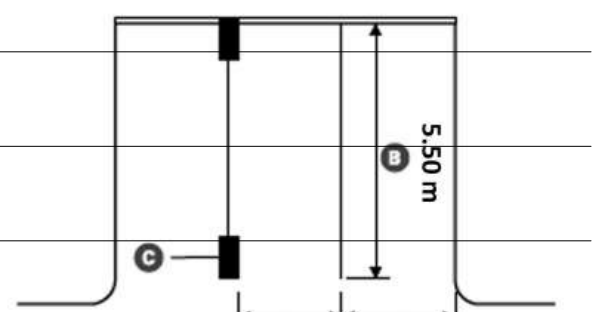
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Parking space dimensions

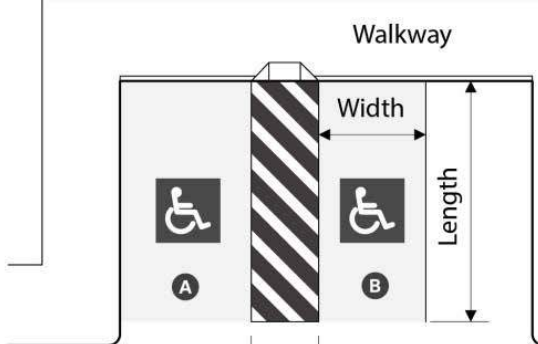


NOTES

- ① Width 2.75 m
- ② Length 5.50 m
- ③ Column

C-30 | City of Guelph Zoning By-law

Accessible parking space dimensions



- ① Type A (3.4 m width x 5.5 m long)
- ② Type B (2.4 m width x 5.5 m long)
- ③ Access aisle (2 m)

C-37 | City of Guelph Zoning By-law

**SvN** ENGINEERING ASSOCIATION OF ARCHITECTS  
75 Adelaide St. E., Toronto, ON M5C 1K9  
416-593-8888  
L16522469

PERGOLA COMMONS

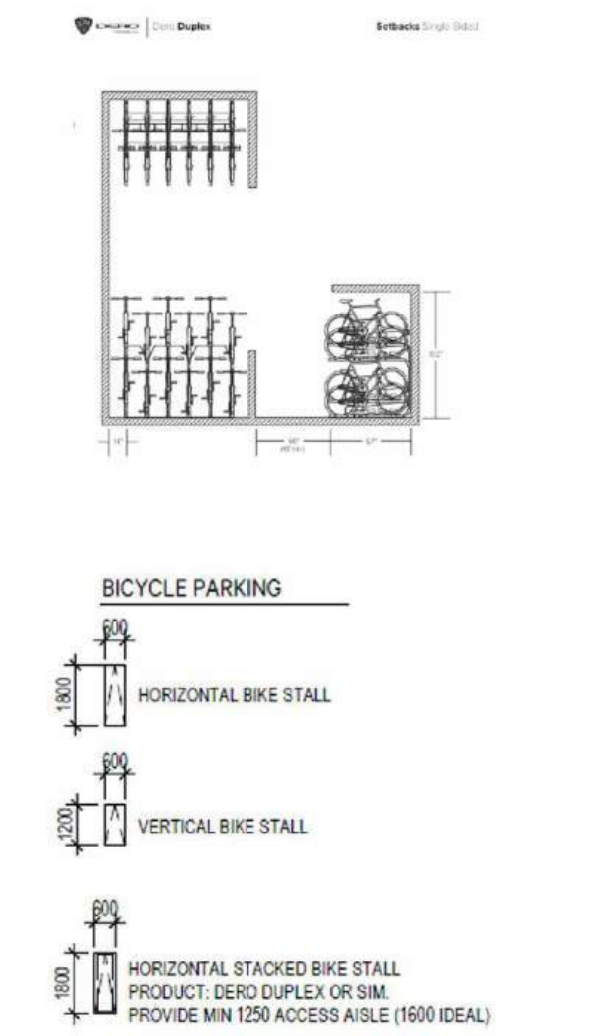
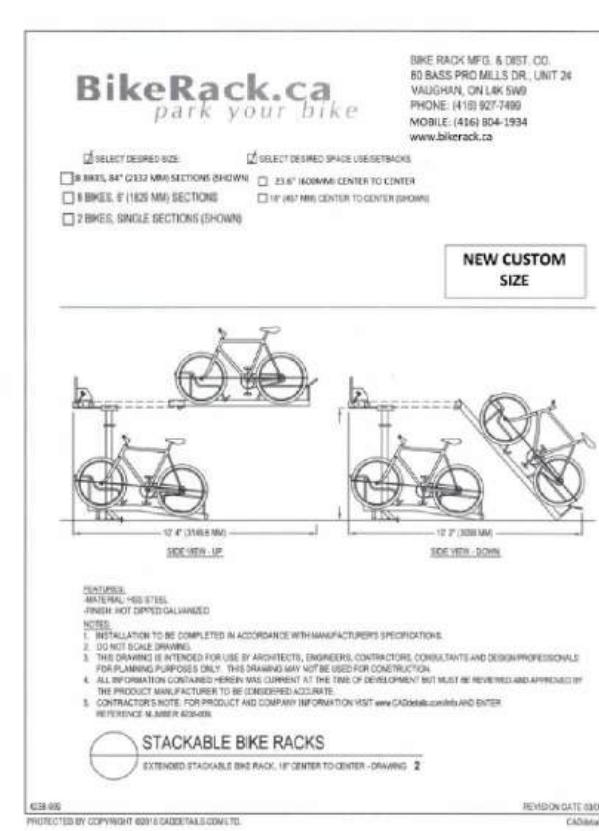
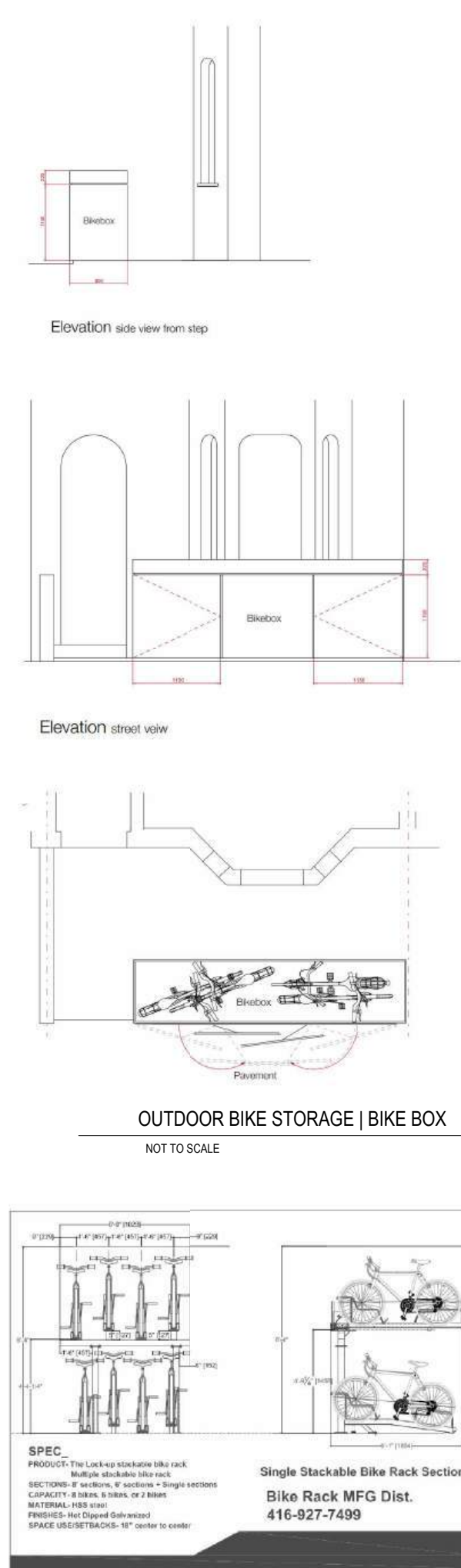
LEVEL P2 PARKING PLAN

PROJECT SCALE 1:200  
DATE 11/06/23  
DRAWN CHECKED  
Author Checker

A 106

2025-09-20 11:37:23 AM





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#### NOTES

##### GROUND FLOOR PLAN KEY NOTES:

- LOADING SPACE HAS A LENGTH OF 11.4m, WIDTH OF 6m AND AN UNENCUMBERED VERTICAL CLEARANCE OF 6.5m, IS LEVEL (+/- 2%) AND IS CONSTRUCTED OF A MINIMUM 200mm REINFORCED CONCRETE
- STAGING AREA HAS AN UNENCUMBERED VERTICAL CLEARANCE OF 6.5m, IS CONSTRUCTED OF 200mm REINFORCED CONCRETE, AND HAS A SLOPE NO GREATER THAN 2%
- ALL ACCESS DRIVEWAYS USED BY WASTE COLLECTION VEHICLE WILL BE LEVEL (+/- 8%), HAVE A MINIMUM VERTICAL CLEARANCE OF 4.4m THROUGHOUT, A MINIMUM OF 4.5m WIDE THROUGHOUT, AND 6m WIDE AT INGRESS/EGRESS
- OVERHEAD DOORS THE COLLECTION VEHICLE WILL BE PASSING THROUGH WILL HAVE A MINIMUM WIDTH OF 4m AND A VERTICAL CLEARANCE OF 6.5m



#### PERGOLA COMMONS

#### GROUND LEVEL PLAN

PROJECT SCALE	1:200	DRAWN	Author
DATE	12/04/23	CHECKED	Checker



# **Appendix 2**

**DRAFT OFFICIAL  
PLAN AMENDMENT**

By-law Number 2025-\_\_\_\_\_  
A By-law to Amend the City of Guelph Official Plan

**AMENDMENT NO. \_\_\_\_\_**  
**TO THE OFFICIAL PLAN FOR THE CITY OF GUELPH**

**Title and Components**

This document is entitled '1 Clair Road East Site Specific Amendment' and will be referred to as 'Amendment No. \_\_\_\_\_'.

**PART A - THE PREAMBLE** The Preamble contains the rationale and certain background information in support of the amendment. The Preamble does not form part of this amendment.

**PART B - THE AMENDMENT** consists of the specific text changes introduced to the Official Plan for the City of Guelph through the Amendment.

**PART A – PREAMBLE**

**PURPOSE**

The purpose of Official Plan Amendment No. \_\_\_\_\_ is to amend the Official Plan by adding the following site-specific policy in Section 9.12.3.X to permit the redevelopment of the Subject Lands to include four mixed-use residential buildings containing 715 units and grade related commercial retail uses.

**LOCATION**

The Subject Lands affected by this proposed amendment are on lands known municipally as 1 Clair Road East and are 5.3497 hectares in total area. This amendment only affects the eastern 2.2188 hectares, including a 0.18 ha parkland dedication, as identified on Schedule A.

**BASIS FOR THE AMENDMENT**

- a) The proposed Amendment is consistent with the Provincial Policy Statement (PPS) and conforms to the Growth Plan for the Greater Golden Horseshoe (Growth Plan).
- b) The proposal can be adequately serviced and does not create any adverse impacts;
- c) The proposal is well-served by existing community infrastructure including public transit, bike lanes, parks and schools; and,
- d) The proposal appropriately transitions to and is compatible with the surrounding area and provides an opportunity for intensification within a Strategic Growth Area.

## **PART B- THE AMENDMENT**

This Section of Amendment XX for 1 Clair Road East sets out the changes to text in the Official Plan.

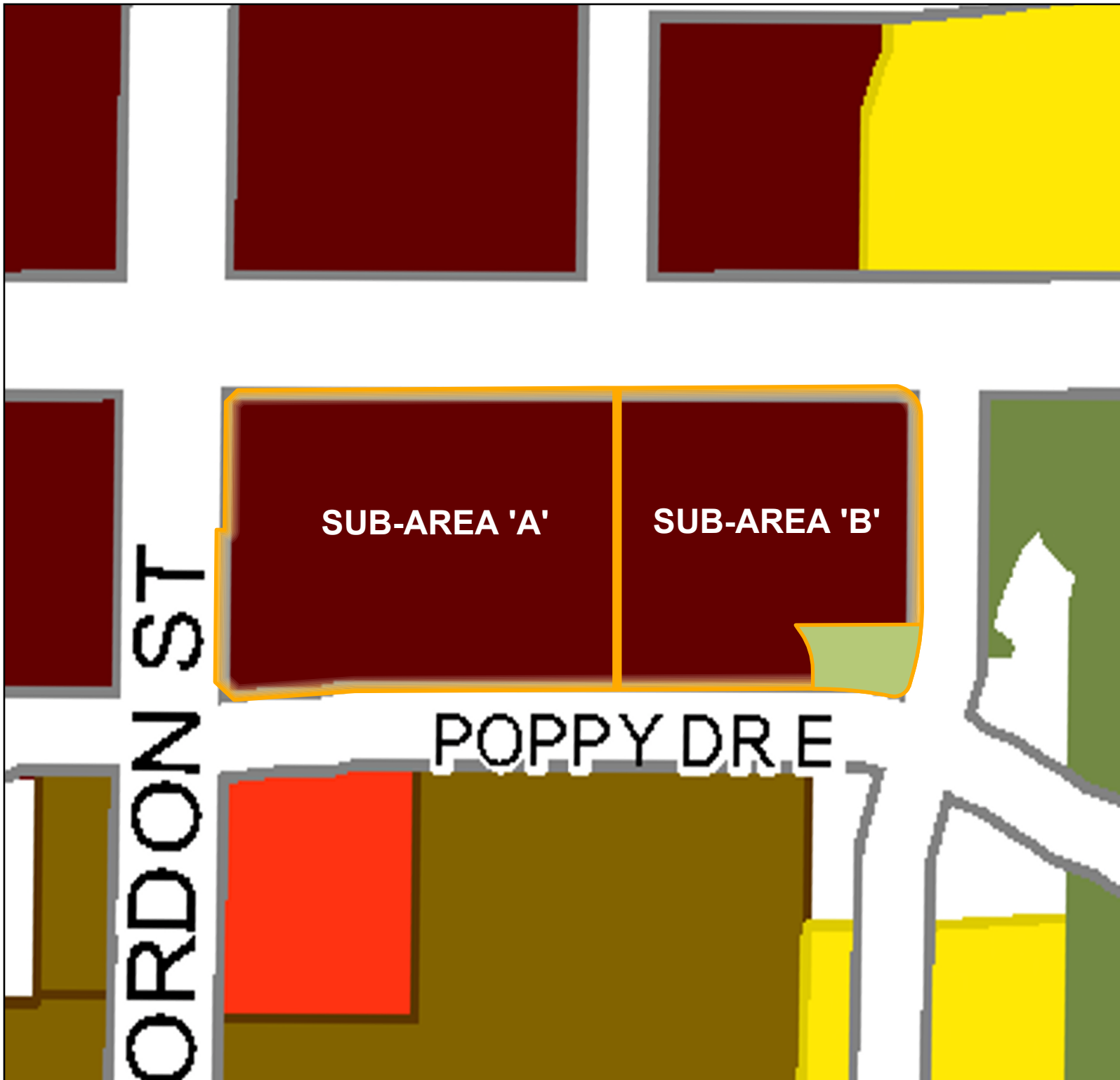
### **Implementation and Interpretation**

Amendment No.\_\_\_\_\_ is to be read in conjunction with the current Official Plan.

### **Details of the Proposed Amendment**

The Official Plan for the City of Guelph is amended by adding a site-specific provisions in Section 9.12.3.X as follows:

- 9.12.3.X      1 Clair Road East
- Notwithstanding Part III, Subsections 9.4.3.19 (ii) of this Plan, for the lands described as 1 Clair Road East, for freestanding residential and residential within mixed-use buildings, the maximum net density of 250 units per hectare shall apply to the entirety of the block, despite any future severance, partition or division for any purpose. Sub Area A on Schedule "A", the maximum net density is 184 units per hectare. Sub Area B on Schedule "A", the maximum net density is 351 units per hectare.



Schedule A

## OFFICIAL PLAN AMENDMENT

Schedule 2: Land Use  
Plan

1 Clair Rd E,  
Guelph, Ontario

### LEGEND

- Subject Lands
- Currently *Commercial Mixed Use Centre* to be amended to *Open Space*
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial Mixed-Use Centre
- Service Commercial
- Significant Natural Areas & Natural Areas

Date: April 1, 2025

Scale: 1:2,662



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Data Source:



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

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# **Appendix 3**

## **DRAFT ZONING BY-LAW AMENDMENT**



**The Corporation of the  
City of Guelph By-law Number (2023) - \_\_\_\_\_**

A by-law to amend By-law Number (2023)-20790, as amended, known as the Zoning By-law for the City of Guelph as it affects the properties municipally known as 1 Clair Road East, City of Guelph (File# \_\_\_\_\_).

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

**The Council of the Corporation of the City of Guelph enacts as follows:**

1. Schedule A, Map No. 67 in Zoning By-law (2023)-20790 is hereby amended by changing the Zone on the property shown on SCHEDULE XX from “Community Mixed-Use Commercial’ (CMUC (PA)(H12)) Zone to ‘Community Mixed-Use Commercial with Site-Specific Provision’ (CMUC-XX (PA)) and “Neighbourhood Park” (NP).
2. Schedule B, Schedule B-13 in Zoning By-law (2023)-20790 is hereby amended by removing the Low Density Greenfield Residential Overlay from the property.
3. Section 18.8 of By-law Number (2023)-20790, as amended, is hereby further amended by adding a new subsection 18.8.\_\_\_\_

18.8.\_\_\_\_ CMUC-XX  
1 Clair Road East, as shown on Map No. 67 of Schedule A of this By-law

18.8.\_\_\_\_ Regulations  
In accordance with all regulation outlined in Section 7.3.1 of the by-law, with the following exceptions and additions:

- (i) Lot Area Maximum  
Despite Table 7.2, the maximum lot area shall be 53,497 m<sup>2</sup>
- (ii) Minimum Yards Requirements  
3 m from all public road allowance (Gordon Street, Clair Road East, Hawkins Drive and Poppy Drive East)
- (iii) Maximum Yard Requirements  
13 m
- (iv) Buffer Strip  
Despite Table 7.3, a buffer strip is not required along the interior side yard, rear yard (Hawkins Drive) and Street Line.

- (v) Minimum Building Height  
Despite Table 7.4, the minimum building height regulations shall not apply to new or existing non-residential buildings.
- (vi) Density  
Notwithstanding anything to the contrary, the maximum combined permitted density shall be 250 units per hectare for all lands zoned CMUC.XX. For clarity, this provision applies to both the development lands and the remaining lands together.
- (vii) Severability Provision  
The provisions of this By-law shall continue to apply collectively to the whole of the lands identified on Defined Area Map 67 as CMUC-XX, as amended, despite any future severance, partition or division for any purpose.

18.8.\_\_\_\_ CMUC-XX.1  
1 Clair Road East, as shown on Map No. 67 of Schedule A of this By-law.

18.8.\_\_\_\_ Regulations  
In accordance with all regulation outlined in Section 7.3.1 of the by-law, with the following exceptions and additions:

- (i) Maximum Density (Units per ha)  
Despite Table 7.2, the maximum density shall be 184 Dwelling Units per hectare.
- (ii) Off-Street Parking  
Minimum required parking for all non-residential uses:
  - (a) 0 spaces for the first 500 m<sup>2</sup> Gross Floor Area;
  - (b) Plus 3.5 spaces per 100 m<sup>2</sup> of Gross Floor Area in excess of 500 m<sup>2</sup> and 5,000 m<sup>2</sup>; and
  - (c) Plus 2.5 spaces per 100 m<sup>2</sup> of Gross Floor Area in excess of 5,000 m<sup>2</sup>.

18.8.\_\_\_\_ CMUC-XX.2  
1 Clair Road East, as shown on Map No. 67 of Schedule A of this By-law.

18.8.\_\_\_\_ Regulations  
In accordance with all regulation outlined in Section 7.3.1 of the by-law, with the following exceptions and additions:

- (i) Maximum Density (Units per ha)  
Despite Table 7.2, the maximum density shall be 351 Dwelling Units per hectare.

(ii) Maximum Building Height

Despite Table 7.4, the maximum building height permitted shall be 14 Storeys.

(iii) Building Stepbacks

Despite Table 7.4, building stepback from a private street shall be 1.5 m.

(iv) First Storey Height (min)

Does not apply to residential uses on the ground floor.

(v) Common Amenity Area

Despite Table 7.4, the minimum common amenity area shall be provided at a rate of 9.9 m<sup>2</sup> per unit.

Additional Regulations for Table 7.2-7.13, Footnote 4(a) and 4(d) do not apply.

Common Amenity area shall be shared between all lands subject to this zone.

(vi) Private Amenity Area

The minimum private amenity area shall be provided at a rate of 4.8 m<sup>2</sup> per unit.

Regulations for Table 6.18, Footnote 11 - 13 do not apply.

(vii) Angular Plane

Despite Section 4.14.4(a)(i), the angular plane from the street shall be 66 degrees.

Despite Section 4.14.4(a)(ii), the angular plane from a lot line abutting a park shall be 66 degrees.

(viii) Off-Street Parking

A minimum of 1.0 parking spaces per dwelling unit shall be provided.

A minimum of 0.1 parking spaces per dwelling unit shall be provided for visitors.

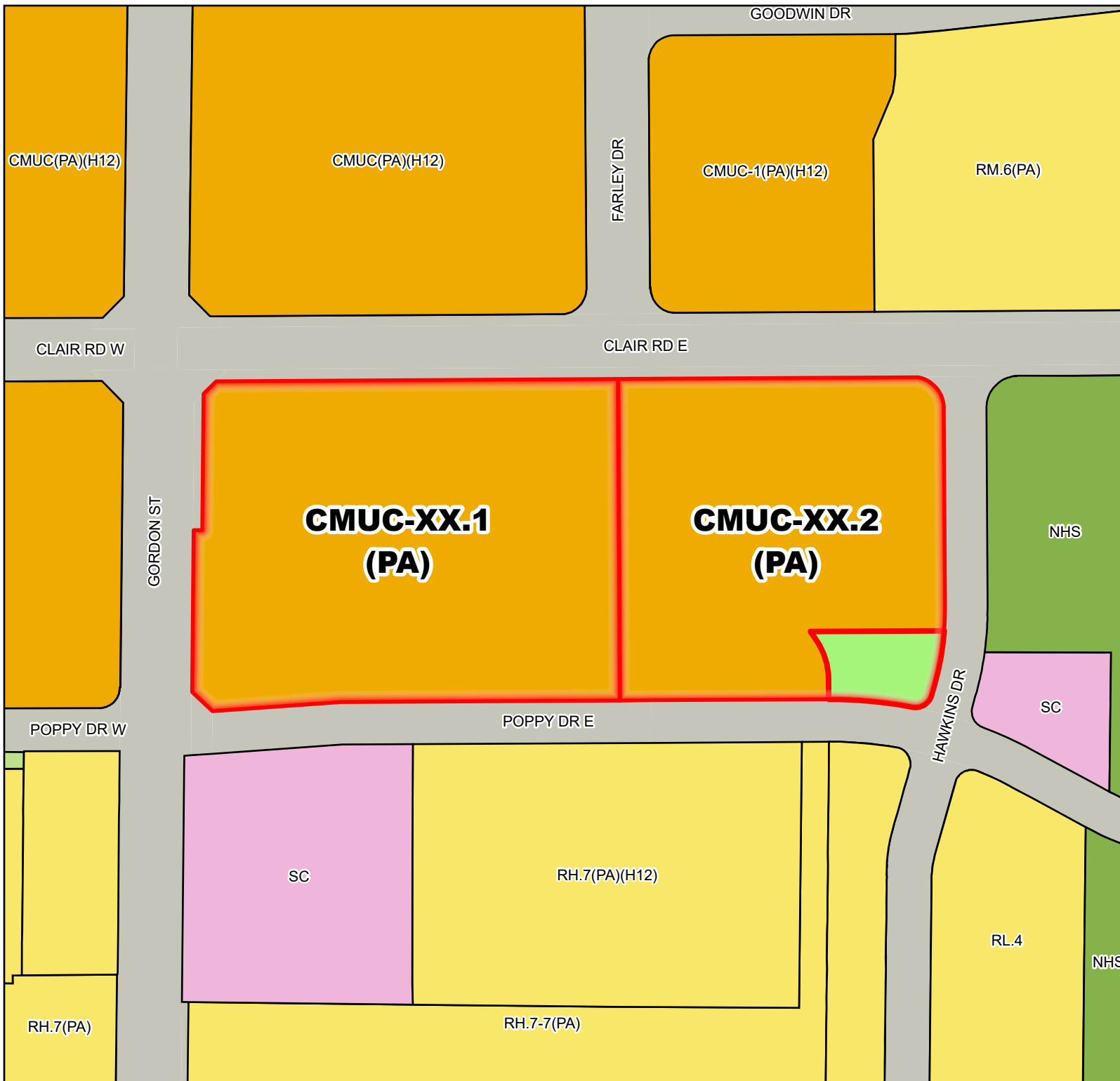
Minimum required parking for all non-residential uses:

- (a) 0 spaces for the first 500 m<sup>2</sup> Gross Floor Area;

- (b) Plus 3.5 spaces per 100 m<sup>2</sup> of Gross Floor Area in excess of 500 m<sup>2</sup> and 5,000 m<sup>2</sup>; and
- (c) Plus 2.5 spaces per 100 m<sup>2</sup> of Gross Floor Area in excess of 5,000 m<sup>2</sup>.

Residential visitor parking spaces and non-residential parking spaces may be provided on a non-exclusive basis and may be shared above and below ground.

- (ix) Electric Vehicle Parking  
Despite Section 5.9 (a)(b)(c), a minimum of 95% of the total required parking spaces shall be provided as designed electric vehicle parking spaces.



# SCHEDULE A

## AMENDMENT TO ZONING BY-LAW (2023)-20790

### Defined Area Map 67

1 Clair Rd E,  
Guelph, Ontario

#### LEGEND

- Subject Lands - Currently *CMUC(PA)(H12)* to be amended to *CMUC-XX.1(PA)*
- Development Area - Currently *CMUC(PA)(H12)* to be amended to *CMUC-XX.2(PA)*
- NP (Neighbourhood Park) - Currently *CMUC(PA)(H12)* to be amended to *NP*
- RL (Low Density Residential)
- RM (Medium Density Residential)
- RH (High Density Residential)
- CMUC (Commercial Mixed-Use)
- SC (Service Commercial)
- OS (Open Space)
- NHS (Natural Heritage System)

Date: April 1, 2025

Scale: 1:2,500



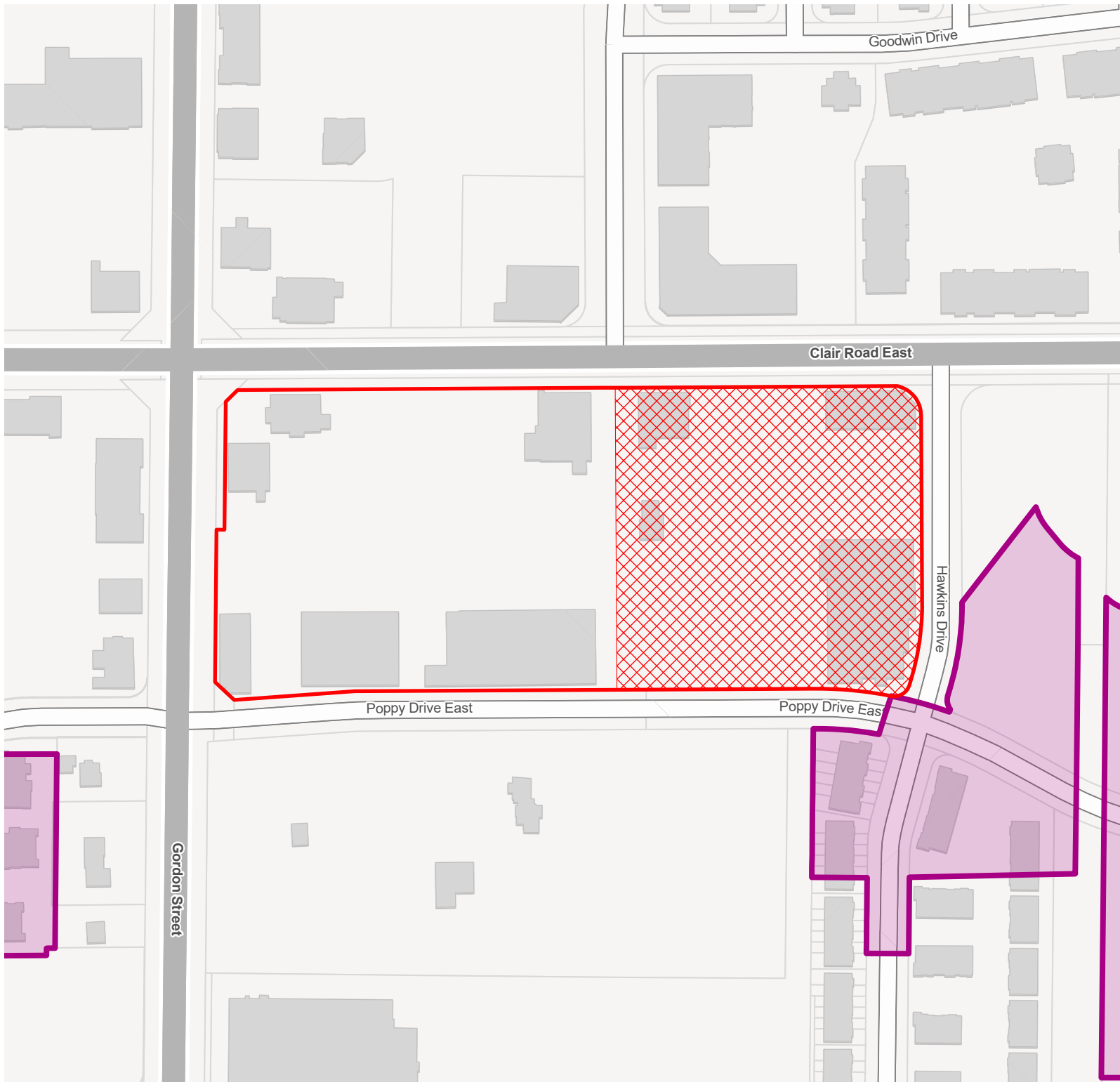
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Schedule B  
**AMENDMENT TO  
ZONING BY-LAW  
(2023)-20790**  
Schedule B-13: Low  
Density Greenfield  
Residential  
**1 Clair Rd E,  
Guelph, Ontario**

**LEGEND**

-  Development Area
-  Subject Lands
-  Low Density Greenfield Residential

**Date:** April 1, 2025  
**Scale:** 1:2,662

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# **Appendix 4**

## **RECORD OF PRE-CONSULTATION**





# Mandatory DRC Pre-Consultation Summary and Checklist

**Site Address:**      **105 Clair Road E.**

Application Type:

☐ Plan of Subdivision   ☒ Official Plan Amendment

☒ Zoning By-law Amendment   ☐ Plan of Condominium

## Application Description:

Conceptual plan for the redevelopment of the block bound by Clair Road, Poppy Drive, Hawkins Drive, and Farley Drive extension. The proposal includes five mixed-use residential buildings with a total of 698 residential units and 2,200m<sup>2</sup> of ground floor commercial fronting onto Farley Drive and Clair Road East.

## Application Fees:

Application Type	City of Guelph
Zoning By-law Amendment and Official Plan Amendment (Major)	\$20,266.00 (per 2023 Application Fees) Note: 'Additional Development Approval – Bylaw preparation, notice of passing' fee may be required prior to decision.

Note: The current Development Application fee for a Pre-Submission Review application is \$5,000.00/ submission.

Payment of the required fees can be provided via cheque made payable to the City of Guelph or Electronic Fund Transfer (EFT). **Please reach out to Planning staff ([planning@guelph.ca](mailto:planning@guelph.ca)) prior to making a submission to confirm the applicable application fees.** Note: application fees are based on the Development Fees at the time the submission is made.

**NOTE: This DRC Pre-consultation summary & checklist are valid for six (6) months from the date of the DRC Pre-Consultation Meeting.** If a complete formal application or pre-submission review application is not received within six (6) months of the date of the Pre-Consultation Meeting, this checklist is deemed to be expired and another Pre-Consultation Meeting and checklist may be required at the discretion of the General Manager of Planning & Building Services.

# Checklist Purpose

This checklist is provided to identify the information required (e.g. reports, studies, drawings and other materials) to commence processing a complete application as set out in the Planning Act. Pre-Application Consultation does not imply or suggest any decisions, whatsoever, on behalf of City Staff or the Corporation of the City of Guelph, to either support or refuse the application. All items identified in Column 1 below must be included with a formal application to City of Guelph to start the development review process. Column 2 indicates the number of required paper copies to be submitted. All hard copies are to be delivered to the City of Guelph Planning Counter on the 3<sup>rd</sup> floor of City Hall (1 Carden Street). The Applicant should use Column 3 as a preparation checklist in support of a formal application submission package. The City of Guelph will use Column 4 as a receiving checklist to confirm all the required submission materials have been provided.

**Any deviations from the Checklist must be confirmed with the assigned Planner prior to submitting a formal application. Please note the formal application will be deemed incomplete until all required materials have been submitted.**

Checklist					
<i>This checklist must accompany any formal application to verify all materials (reports, drawings, studies, etc.) identified at the DRC Pre-Consultation Meeting, are included. If this checklist is not provided as part of a formal application submission, the application will not be deemed complete.</i>					
Materials/Reports/Studies/Drawings	① Required Elements	② Number of Copies	③ Included with Application	④ City of Guelph Confirm Included in Package	Comments/Notes
Cover Letter	X	2			See below
Development Application Form	X	2			
<b>Natural Heritage</b>					
Bird Friendly Design Checklist	X	2			See Environmental Planning Comments
Geotechnical Report	X	2			See Environmental Planning Comments
Hydrogeological Assessment	X	2			See Environmental Planning Comments
Tree and/or Vegetation Inventory Report	X	2			See Landscape Comments
Landscape Plan	X	2			See Landscape Comments
<b>Planning Matters</b>					
Planning Justification Report (PJR)	X	2			See Planning Comments.

Affordable Housing Report	X	2			Can be included as an appendix in PJR.
Detailed Site Plan	X	4			Paper copies to be plotted 24x36 (ARCH-D) and individually folded to 8 1/2" x 11". Please also submit both .pdf and .jpeg digital file format.
Draft Proposed Official Plan Amendment	X	2			Can be included as an appendix in PJR.
Draft Proposed Zoning By-law Amendment	X	2			Can be included as an appendix in PJR.
Parking Justification Report	X	2			See Planning Comments
Commercial Function Study	X	2			See Planning Comments
Neighbourhood Information Meeting and Community Engagement Report	X	2			See Planning Comments
<b>Urban Design</b>					
Urban Design Brief	X	2			See Urban Design Comments
Wind Tunnel Study	X	2			See Urban Design Comments
Sun and Shadow Study	X	2			See Urban Design Comments
Building Elevations	X	2			See Urban Design Comments
<b>Engineering</b>					
Feasibility Noise Study	X	2			See Engineering Comments
Traffic Impact or Transportation Study with Transportation Demand Management Plan	X	2			See Traffic Comments
Truck Turning/Movement Plan	X	2			See Traffic Comments
Functional Servicing Report	X	2			See Engineering Comments
Geotechnical Investigation Report	X	2			See Engineering Comments
Hydrogeological Assessment	X	2			See Engineering Comments
Storm Water Management Report and Plan					
Grading & Drainage Plan	X	2			See Engineering Comments
Erosion and Sedimentation Control Plan					
Site Servicing Plan	X	2			See Engineering Comments
Phase 1 Environmental Site Assessment	X	2			See Engineering Comments
Phase 2 Environmental Site Assessment + other site assessments	X	2			If Phase 1 deems that Phase 2 + is required.
Record of Site Condition					If deemed necessary by ESA

<b>Sustainability</b>					
Community Energy Initiative (CEI) Analysis/Energy Strategy Study	X	2			Can be included as an appendix in PJR.
<b>Source Water Protection</b>					
Salt Management Plan	X	2			See Source Water Protection's comments
Waste Survey Report	X	2			See Source Water Protection's comments
Section 59 Policy Applicability Review	X	2			See Source Water Protection's comments
<b>Other Materials as Required</b>					
Image of site or rendering of proposed building for site sign(s)	X				Electronic only, high-resolution (300 dpi) JPEG image and PDF

**Note: A complete list of staff comments are included in 'Appendix A – Comments'.**

## Neighbourhood Meeting Requirements:

Following the DRC Pre-Consultation Meeting, and prior to the submission of a formal application, the applicant is to host a Neighbourhood Meeting for residents in the surrounding area. Applicants shall prepare notices with details of the meeting which will be mailed in advance of the meeting date.

The purpose of the Neighbourhood Meeting is to engage the public early in the process and allow the applicant an opportunity to address issues in advance of submitting a formal application. At the Neighbourhood Meeting, applicants will share proposed plans with neighbouring residents to receive feedback/comments on the proposal. Following the Neighbourhood Meeting, the applicant is to prepare a Community Engagement Report that summarizes the comments/feedback received. This report will also detail any modifications made to the proposal as a result of the issues raised.

Complete Neighbourhood Meeting and Community Engagement Report requirements can be found in the [Terms of Reference](#).

## Pre-Submission Review Process:

The City of Guelph has implemented a Pre-Submission Review process in response to Bill 109 and the legislative timelines set out in the Planning Act. Applicants are strongly encouraged to come through the Pre-Submission Review process for an opportunity to work collaboratively with City staff and to obtain substantive feedback on technical studies and reports prior to making a formal submission.

Please contact Planning staff to discuss the Pre-Submission Review process further. Please be advised submission materials submitted in support of Pre-Submission Review applications will be posted to the City's Current Development Applications webpage.

## **Resources – Requirements, Guidelines, Standards, Manuals, Terms of Reference etc.:**

Submission materials must follow all relevant requirements, guidelines, standards and manuals including but not limited to: the City of Guelph's Development Engineering Manual (DEM), Guidelines for Development of Contaminated or Potentially Contaminated Sites, Guelph Noise Control Guidelines, Linear Infrastructure Standards (LIS), Region of Waterloo Design Guidelines and Supplemental Specifications for Municipal Services, Traffic Impact Study (TIS) Guidelines for guidance on technical requirements, etc.

Here is a link to the Development Application Resource webpage:

<https://guelph.ca/city-hall/planning-and-development/how-to-develop-property/development-applications-guidelines-fees/>

Please note, in some cases, and further to what is outlined in Appendix A – Comments, the City may require a site-specific criterion and/or terms of reference be obtained for servicing, stormwater management, traffic capacity, etc.

It is the responsibility of the applicant to ensure the required submission materials follow the applicable technical requirements/ the approved terms of reference, or the application will be deemed incomplete.

## **Submission Requirements:**

**Digital Submission Requirements:** All digital submission materials must follow the [City of Guelph's Document and File Naming Conventions document](#) to be uploaded to the City of Guelph Current Development Applications webpage. If the digital submission materials are not formatted and saved in accordance with the above noted document, the application will be deemed incomplete.

**Hard Copy Plan/Drawing Requirements:** Hard copies of any drawings/plans must be individually folded to 8 ½ x 11.

**Cover Letter:** A cover letter must be provided which provides a detailed description of the proposed development, any pertinent background information, and a list of submitted documents as required through the DRC pre-consultation meeting.

## Acknowledgements:

- a) The purpose of this document is to identify the information required to commence processing a complete application as set out in the Planning Act. Pre-consultation does not imply or suggest any decision whatsoever on the part of City staff or the Corporation of the City of Guelph to either support or refuse the application. Comments provided at a pre-consultation are preliminary and solely based on the information submitted for review at that time.
- b) The Planning Act timelines associated with a formal application will not begin if that application is submitted without the information identified in the mandatory pre-consultation meeting and this summary and checklist.
- c) The assignment of a file number does not indicate that an application has been accepted or is considered a complete submission. It is to be used by the Applicant on all application materials (forms, reports, drawings, etc.) provided to the City of Guelph.
- d) When a formal application is made, the payment for the application fee may be processed immediately; however this does not constitute the application being deemed complete for Planning Act purposes.
- e) Digital copies of all reports/studies are required to be submitted in PDF format as part of the application. Materials are to be submitted in PDF format.
- f) The City of Guelph may require the peer review of a technical report submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.
- g) An application submitted without the requisite information and number of copies identified in this DRC pre-consultation summary and checklist will not be considered a complete application.
- h) There may also be financial requirements arising from the applications, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, cost of lifting 0.3 metre reserves, and reimbursement for road widening acquisition or road improvements.
- i) Acknowledgement of Public Information:

The applicant acknowledges that the City of Guelph considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application (including a pre-submission review application), the applicant consents to the City of Guelph photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

- j) Within 15 days of a formal application being deemed complete, a Notice of Application sign(s) must be posted on the subject property. It is the applicant's responsibility to have the sign(s) professionally prepared and installed at their expense. Wording for the Public Notice of Application sign(s) will be provided by the Development Planner.
- k) The applicant should be aware that the information provided is accurate as of the date of the Pre-Consultation Meeting. Should an application not be submitted, and should other policies, by-laws or procedures be approved by the Province, City, or other regulatory authorities and agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the confirmation of a complete formal application. Furthermore, as stated above, if a complete formal application or pre-submission review application is not received within six (6) months of the date of the Pre-Consultation Meeting, this checklist is deemed to be expired and another Pre-Consultation Meeting and checklist may be required.
- l) Applicants are advised that applying for a demolition control permit of existing residential buildings prior to a final decision being made is strongly discouraged by the City of Guelph.

**Manager of Development Planning Signature:**



Chris DeVriendt  
Manager of Development Planning  
Planning and Building Services  
Infrastructure, Development & Enterprise

T 519-822-1260, ext. 2360  
E [chris.devriendt@guelph.ca](mailto:chris.devriendt@guelph.ca)



September 21, 2023

\_\_\_\_\_  
Date

**Acknowledgement:**

I, \_\_\_\_\_ acknowledge that I understand the context of this entire completed form, that I will use this Checklist (and any related comments) to assemble a Development Application and that, the City of Guelph staff have informed me that I need to work directly with the outside agencies and authorities identified above (and any others as appropriate) to ensure that the proposal receives the required reviews and approvals.

Applicant/Owner: \_\_\_\_\_ Date: \_\_\_\_\_

## **APPENDIX A - COMMENTS:**

### **Planning Review – Kelley McCormick, Senior Development Planner:**

The subject lands are designated Commercial Mixed-use Centre which permits a range of commercial and residential uses. Furthermore, the subject lands are located within a Strategic Growth Area. The maximum building height for lands with this designation and located within Strategic Growth Area is 14-storeys. Free standing residential and residential within mixed-use buildings, are to have a net density between 100-250 units per hectare.

The subject lands are zoned "Specialized Community Shopping Centre" (CC-20) under the City of Guelph Zoning By-law (1995)-14864, as amended, and "Commercial mixed-use Centre" (CMUC(PA)(H12)) under the City of Guelph Comprehensive Zoning By-law (2023)-20790.

As the (2023)-20790 Zoning By-law has been appealed in its entirety, development applications need to comply with both Zoning By-laws during this transition period.

An Official Plan Amendment is required to permit a net density above 250 unit per hectare. A Zoning By-law amendment is required to expand the range of residential permissions as well as to determine appropriate zoning regulations to permit the mixed use development under Zoning By-law (1995)-14864, as amended (should a development application be submitted prior to the (2023)-20790 Zoning By-law coming in force and effect), and to determine appropriate zoning regulations to permit the mixed use development under Zoning By-law (2023)-20790.

### **General Comments:**

- Mixed-use development is encouraged, the proposed development is generally in line with how we would like to see nodes within strategic growth areas redeveloped.
- High quality common amenity areas which are separate from the lands being dedicated for parkland are required to support the proposed development. Refer to Landscape Planning & Urban Design comments with further details regarding common amenity space.
- Additional information is needed with respect to the proposed parking rates.
- The provision of sufficient parking and high-quality common amenity space for the proposed development that meets the City's policies and guidelines is needed to support the proposed density.
- Clarification is being sought with respect to the proposed Farley Drive widening identified. Please note this section of Farley Drive is currently privately owned.
- Clarification is being sought in terms of how the proposed development is intended to proceed ie. will the portion for the site remain part of the larger block, or will it be served?

- The proposed development will need to ensure an appropriate transition of built form to the adjacent lands (ie. low density & medium density residential lands).
- Planning Staff encourage the applicant to explore re-locating the public park block to the corner of Poppy Drive and Hawkins Drive.
- Staff advise that the applicant reach out to relevant utilities prior to making a formal submission to ensure they will not have concerns at the formal application stage.

As part of complete Official Plan Amendment and Zoning By-law Amendment application, the following are required:

- Planning Justification Report (PJR) - prepared by a registered professional planner which provides an analysis of how the proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan and Official Plan. Please also include a summary in the PJR of the other supporting studies provided.
- Given the scale of the proposed changes, a Commercial Function Study is required which addresses policy 9.4.3.3 of the OP. Please note, further to section 9.4.2.3, the City may retain, at the applicant's expense, a qualified consultant to provide professional assistance to the City to provide a peer review of the applicant's submission.
- Provide a draft Official Plan Amendment, and a draft Zoning By-law Amendment to both the (1995)-14864 Zoning By-law, as amended (if a development application is submitted prior to the (2023)-20790 Zoning By-law coming into force and effect), and the (2023)-20790 Zoning By-law.
- Within the PJR, identify any specialized zoning regulations to both the 1995 and 2023 Zoning By-laws and provide justification.
- Affordable Housing Strategy – required to demonstrate how the proposal meets the goals of the City's Affordable Housing Strategy and policies related to affordable housing in the Official Plan - specifically Section 7.2. This can be included in the PJR.
- Energy Strategy Report/ Community Energy Initiative Commitment – Further to Section 4.7 of the Official Plan, identify how the proposal will address the Community Energy Initiative (CEI) Update. This can be included in the PJR.
- Parking Justification Report – If a residential parking rate of less than 1.0 space per unit plus visitor parking is proposed, a Parking Justification Report is required. The report must justify the proposed parking reduction. Please have your consultant reach out to Planning staff with a proposed Terms of Reference (ToR).
- An applicant organized and led Neighbourhood Meeting together with a Community Engagement Report is required prior to the submission of a complete application - <https://guelph.ca/wp-content/uploads/Neighbourhood-Meeting-Terms-of-Reference.pdf>.
- The pre-submission process is encouraged for this application. Staff are available to meet with you to discuss the pre-submission requirements, process and timing.

## **Urban Design Review – Prerit Kaji, Urban Design Planner:**

- As part of complete Official Plan Amendment and Zoning By-law Amendment applications, the following studies/reports are required:
  - An urban design brief, refer [terms of reference](#) on the City's website for detailed requirements.
    - Urban Design Brief to cross-reference documents mentioned at end of Urban Design comments, additional notes, and references. The Urban Design Brief will need to consider how the proposed development fits into the Gordon/ Clair Node Concept Plan (linked below) in accordance with Sections 3.6.9-3.6.11 of the City's Official Plan (numbering per OPA80).
  - A quantitative Wind Tunnel Study, refer [terms of reference](#) on the City's website for detailed requirements.
  - Sun and Shadow Study, refer [terms of reference](#) on the City's website for detailed requirements.
  - Building Elevations/ Renderings showing all sides of the proposed development.

### Comments on the provided Massing Concept plan:

- Staff advise relooking at the proposed density considering the neighboring land use and its adjacency with Natural Heritage Systems and significant natural areas.
- Considering the residential density proposed, provided commercial GFA is less and should be increased. Reduction in commercial may be discussed after a Commercial function study. Please refer to Section 9.4.2 of OPA for Commercial Policy review.
- Staff appreciate the thought of a dedicated active commercial frontage on Farley Drive extension. Please include streetscape sections as part of Urban design brief report to illustrate proposed character of development on Clair Road East, Farley Drive, along Poppy Drive East and the planned through access dividing the proposal in Phase 1 and Phase 2.
- Staff recommend breaking the through access between Hawkins Drive and Farley Drive to reduce opportunities of cutting traffic to avoid nearby intersections. Instead, staff would advise looking for opportunities to connect Farley Drive extension with Poppy Drive East in the middle of Block B and Block A. It would be good to have such a connection with paved surface which is not asphalt and help identify it as a private ROW from public ROW.
- Staff requires the setback distance between towers of Block D and Block E to be increased. Avoid the well formation between towers to reduce wind tunneling and increase daylight penetration within the block.
- Required common amenity area considering the proposed residential density is large and staff would require the CA space to be centrally located and aggregated into one area or grouped into areas of not less than 50 sqm. and shall be designed and located so that the length does not exceed 4 times the

width. Refer to Landscape Planner comments for additional details on Common Amenity Space.

- 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, such as swimming pools, tennis courts, lounges, and landscaped areas. Staff would encourage utilizing the roof tops for landscape open spaces, as 30 % of the required landscaped open space area can be in the form of a green roof or blue roof.
- Staff would like to see entry and exit points for underground parking and how it affects the overall ground layout considering distribution of, CA space, surface parking (bike, visitors, commercial, etc.), building entrances, parkland dedication, etc.
  - Please include a specific section addressing the connections between public and private realm on ground and street level. Please highlight vehicular and pedestrian circulation, separation of public/private realms through materials or grading or landscape, ease of access between various planned land uses and open spaces, optimum location and utilization of open spaces based on the findings of wind study and sun/shadow study, and any other aspects found relevant for activating the ground level.
- Staff require detailed analysis of Angular plane regulations from all 4 sides of the subject lands be included in the Urban Design Brief.

Additional notes for reference:

- Please reference Official Plan, Section 8.9- Built form for high rise.
- Please reference City of Guelph's Urban Design Concept Plans- Community nodes Volume 3, [Gordon/ Clair concept plan](#)
- Please reference [Built Form Standards for Mid-Rise Buildings and Townhouses](#) for general arrangement of common amenity areas.
- Please reference of Downtown Guelph streetscape manual; [Section 3, Built form standards](#)

**Landscape Planning Review – Rory Templeton, Landscape Planner:**

- Please provide Landscape Plans prepared and stamped by a full member of the OALA as part of a formal application.
- Please be aware that the City has a Sustainability Development Checklist that provides clarity on a standardized set of measures that all new site plan approval developments adhere to. They are a set of required minimum performance measures to promote site and building design that contribute to sustainable design.
- Please provide a Tree Inventory and Preservation Plan (TIPP) as per the requirements of the City's Tree Technical Manual. This shall provide the location, species and health, etc., of existing trees, and provide information

that will contribute to establishing compensation on the development site using tools such as the City's Aggregate Tree Caliper Ratio Calculator.

- Please refer to the City's Urban Forest Management Plan and OP policies regarding urban forest protection, maintenance and growth objectives. We encourage you to look for all opportunities to plant trees as part of this development – providing large canopy trees that benefit the environment, human health and the economy. The key will be ensuring adequate soil volumes – especially over proposed garage decks. Please refer the City's Tree Technical Manual of direction on soil volumes, quality, plant spacing, etc.
- Please refer to the City's Urban Design Manual – Community Nodes – where direction is provided to:
  - Create and reinforce a Main Street Area (see policy 9.4.2.6 of OPA 48) along Gosling Gardens (south of Clair Road) and Farley Road (south of Goodwin Drive).
  - Introduce a modified grid road pattern that creates adaptable urban blocks and that promotes connectivity and pedestrian/cyclist movement.
  - Design road cross-sections to ensure comfort for cyclists/pedestrians.
  - Along "Main Street Areas" create pedestrian-friendly edges (e.g. active doors, clear glazing and limited surface parking).
  - Create connections (e.g. road, cycling infrastructure and trail) to the Clair-Maltby Secondary Plan area.
  - Establish cycling facilities along Gordon Street, Clair Road and Poppy Drive.
- Please consider Common Amenity requirements and reference the City's Mid-rise and Townhouse Design Guidelines (6.3):
  - The location, size and design of Common Outdoor Amenity Areas should be appropriate given the building type, unit mix, and adjacent land uses and amenities, as well as any surface parking. Common Outdoor Amenity Areas should provide comfortable, universally inclusive, and safe spaces for pedestrians with a range of active and passive programming. A minimum of 50% of the required Common Amenity Area shall be accessible at-grade outside, in one contiguous area. To ensure spaces are usable and appropriately scaled, the width to depth proportion of a Common Outdoor Amenity Area should not exceed 4:1. For example a 600 square metre amenity space would have an approximate width of 49 metres and a depth of 12 metres. Where a development is located within a Node or Corridor, the common amenity space requirement may be reduced by up to 50% where a park with a minimum size of 1 hectare with equivalent amenities is located within a 500 metre walking distance

from the site. Common Amenity Area reduction should be evaluated on a case by case basis in consultation with City staff.

- Further discussion regarding opportunities to explore the location of vehicular/pedestrian access points into the development is encouraged. Has access off Poppy Drive been considered to further breakdown the site into smaller blocks?
- Landscape staff would be supportive of further opportunities to discuss the location of the proposed park that best benefits the development as well as the larger community, ensuring private amenity space and public amenity spaces are well defined, but work together to create a larger green open system.
- Landscape staff would be supportive of further opportunities to discuss the design of Farley Drive – ensuring the location of commercial spaces, proposed street width and relationships to private spaces, provide opportunities to green and beautify this 'main street'.
- Please note: As per Section 3.6.10 of the OP (numbering per OPA 80):  
"Concept plans will be developed by the City or by a development proponent in consultation with the City prior to the approval of new major development proposals within strategic growth areas Community Mixed-use Nodes. The concept plan will include but not be limited to the following:
  - Linkages between properties, buildings and uses of land both within and adjacent to the strategic growth area Node;
  - Identification of an appropriate location for a Main Street area within Community Mixed-use Nodes;
  - Locations of new public and/or private streets and laneways;
  - Locations of open space on the site such as urban squares;
  - General massing and location of buildings that establish a transition to the surrounding area community;
  - Pedestrian, cycling and transit facilities; and
  - Heritage attributes to be retained, conserved and/or rehabilitated."

The concept plan referred to in this Section of the OP is the City of Guelph's Urban Design Concept Plans - Community Nodes Volume 3, [Gordon/ Clair concept plan](#). The Urban Design Brief will need to consider how the proposed development fits into the Gordon/ Clair Node Concept Plan in accordance with this Section of the OP.

### **Parks Planning Review – Christina Vannelli, Park Planner:**

Park and Trail Development does not have any division-specific requirements for the proposed possible Official Plan Amendment and Zoning Bylaw Amendment application submission. The applicant is advised however that:

- Conveyance of parkland will be required for this development in accordance with Official Plan Policy 7.3.5.1., Section (10.d), (30), (31) of Bylaw Number (2022) 20717 or any successors thereof and the Planning Act s.42. The current preliminary park size would be 0.177ha for the proposed development.
- Parks acknowledges that the applicant has identified a possible park block location in the submitted massing concept. The applicant is encouraged to explore locating the park block in the South-East portion of the property (at Hawkins Drive and Poppy Drive East) to ensure frontage requirements are met and provide ease of access for use. This siting shall be in consultation with Park and Trail Development staff in the concept plan prior to submitting a complete application.
- Park Block shall not be on encumbered land. The applicant is to provide clarification on how the Park block will function as public land and describe the intention and siting of the common amenity for the development vs. the park block.
- Property Demarcation along the property line of the proposed open space will be required.

Please note that these comments are based solely on the preliminary information provided by the applicant for the pre-consultation meeting on September 12, 2023. Park and Trail Development may provide varying and/or additional comments on the formal application.

#### **Environmental Planning Review – Leah Lefler, Environmental Planner:**

- The subject property is located in the headwaters of the Hanlon Creek Subwatershed. Please refer to the Hanlon Creek Subwatershed Study for best management practices which are to be implemented through stormwater management design on the site. Maximizing infiltration will be a focus for this design / development.
- The site is in the Hanlon Creek Subwatershed. Consideration should be given to the site's role for recharge as it relates to the natural environment (i.e. including shallow groundwater) and the design should accommodate any need for mitigation through stormwater management. As such appropriate studies, such a geotechnical and hydrogeological investigations, should be undertaken to support the characterization of water resources and to provide recommendations in accordance with the City's watershed and water resource OP policies.
- A hydrogeological assessment based on a minimum of 1-year of monitoring data is required to establish the seasonal high groundwater level and requirements for waterproofing underground parking facilities.
- The subject property is located within 120m of the Natural Heritage System. The City of Guelph's Bird Friendly Design Guideline applies. Please provide the bird friendly design checklist and required visual markers on elevation drawings, as per the guideline. <https://guelph.ca/wp-content/uploads/Attachment-1Bird-friendlyDesignGuideline.pdf>



### **Engineering Review – Michelle Thalen, Engineering Technologist:**

Currently the site relies upon infiltration for the stormwater management design of the site. Since this site design proposal includes underground parking, the stormwater management and water balance of the site will need to be considered. Will the adjacent commercial space be used to replace the current onsite infiltration?

Farley Drive Extension, as identified on the concept plans is currently not a municipally owned/maintained road. Engineering staff are hesitant to support the idea of a road dedication as there are private services within this area and the current commercial laneway doesn't meet City standards for a road.

The applicant should also be aware that the sanitary sewershed in the south end of Guelph experiences capacity limitations. As part of a future application, the City will have the infrastructure modelling reviewed for adequate and available capacity for the proposed development. Should the applicant wish to advance the capacity modelling review prior to application, a fee of \$750 will be required. The City's consultant currently takes about 8 weeks to complete this analysis.

Prior to complete application, the following documents are required:

- A hydrogeological assessment with four seasons of groundwater data - please refer to the City's Development Engineering Manual (DEM) for more detail;
- A geotechnical investigation;
- If the site will be 100% reliant upon infiltration for SWM, insitu permeameter testing of the soil underlying the proposed infiltration galleries are required for the rezoning application to ensure "adequate and available" stormwater infrastructure;
- A functional servicing report (FSR) outlining the proposed servicing and stormwater management of the site;
- Conceptual grading and servicing plans;
- Phase 1 ESA in keeping with the City's "Guidelines for Development of Contaminated or Potentially Contaminated Sites";
- A noise feasibility study in keeping with the "Guelph Noise Control Guidelines".

### **Traffic Review – Munshif Muccaram, Traffic Technologist:**

- A Transportation Impact Study (TIS) is required in support of the proposed development. Transportation Consultant to contact the staff to review the scope of the study.
- Identify and elaborate any proposed improvements at the signalized intersection of Clair Road East at Farley Drive.
- Private roadway that is noted as Farley Drive extension is to remain a private road.

- Proposed driveway accesses provide an unrestricted roadway connection to Hawkins Drive from the private roadway (noted as Farley Drive extension).  
Revise the access locations for following reasons:
  - Driveway access is too close to the signalized intersection of Clair Road and Farley Drive. Relocate that access further south along the private roadway to provide sufficient storage for northbound traffic. Currently, northbound traffic extends up to the all-way stop within the site.
  - Direction connection to Hawkins Drive will trigger cut through traffic between the private roadway (trips from commercial area) and Hawkins Drive. This 150m+ internal roadway length will give sufficient length for motorists to speed between the access points.
- Conner lot sight triangles (9m X 9m) and driveway sight triangles (4m x 5m) to be depicted on site plan in accordance with the zoning by-law measured from property limits/ back of the sidewalk. No Structure, building and vegetation above 0.8m above travel portion of the roadway etc. are permitted within sight line triangles.
- Depict all above ground utilities along the frontage of the property. Minimum of 1.5m clearance to be provided between the access and the face of the above ground utilities.
- Provide loading space for the proposed development in accordance with the zoning by-law.
- Proposed access to the site to be designed in accordance with the Development Engineering Manual (DEM) standards.
- As per Development Engineering Manual (DEM), following minimum drive aisle width is required adjacent to a parking space:
 

• Double loaded parking	7.0m
• Single loaded parking	6.5m
- Depict the fire route in accordance with the Ontario Building Code (OBC) and to Building Departments satisfaction. As required by OBC, provided appropriate turn around facility for fire truck on-site.
- For on-site waste collection, please refer to City's Waste Collection Guidelines for Multi Residential Developments. Provide appropriate truck turn around area and waste pick up area. Waste pick-up truck route and fire route in accordance with Ontario Building code (OBC) to be provided with minimum of 12m center line radius in accordance with the guideline.
- Provide traffic geometric plans demonstrating truck turning maneuvers at the access and on-site for waste pick up truck (11.4m), standard fire truck and delivery truck. Plans are to be completed using Autoturn and be endorsed by a professional Engineer.

- Any ramp to the covered parking area to be designed with gentle grades. The City recommend maximum grade of 12%.

#### Transportation Demand Management:

- This development is situated in a walkable, bikeable, transit-friendly area. The site is located adjacent to the planned cycling spine network, the planned pedestrian priority network and the planned quality transit network, as indicated in the 2022 Transportation Master Plan. Cycling facilities are also proposed for Poppy Drive as part of the Gordon/Clair Urban Design Concept Plan, as indicated in the 2016 Urban Design Manual.
- Please ensure the Transportation Impact Study (TIS) includes a detailed and robust Transportation Demand Management (TDM) section indicating how the proposed development can support a reduction in single-occupancy vehicle trips. Suggested measures include but are not limited to: unbundling vehicular parking from the lease or sale of units, providing high quality secure bike parking for residents and sheltered bike parking for visitors located near to the primary entrances, providing a bicycle repair station on-site, wayfinding signage, provision of or access to carshare vehicles on-site, subsidized transit passes and providing a TDM display board in a centralized location, with free transit/trails schedules and maps.
- Bicycle parking and electric vehicle parking will be required - refer to Part C of the City of Guelph Zoning By-law for requirements.
- Please consider pedestrian and cycling connectivity through the site to connect the proposed buildings to the municipal sidewalks, cycling facilities and transit stops.

#### **Source Water Protection – Peter Rider, Sourcewater Risk Official:**

- The property is located in a WHPA C with a vulnerability score of 4.
- The property is not located in an Issue Contributing Area.
- Please complete and return a Section 59 Policy Applicability Review form. If you require assistance in completing the form, contact the City of Guelph's Risk Management Official at: 519-822-1260 ext. 2368 or [peter.rider@guelph.ca](mailto:peter.rider@guelph.ca) - [https://guelph.ca/wp-content/uploads/SWP\\_Section59ReviewRequest.pdf](https://guelph.ca/wp-content/uploads/SWP_Section59ReviewRequest.pdf)
- In accordance with Grand River Source Protection Policy CG-MC-29, please provide a Salt Management Plan.
- In accordance with Grand River Source Protection Policy CG-MC-12, please complete a Waste Survey Report (By-law (1996)-15202) - [http://guelph.ca/wp-content/uploads/SWP\\_WasteSurveyReport\\_Web.pdf](http://guelph.ca/wp-content/uploads/SWP_WasteSurveyReport_Web.pdf)

#### Notes:

Ensure that any private water supply or monitoring wells that are no longer in use are abandoned in accordance with O. Reg. 903.

In accordance with Grand River Source Protection Policy CG-CW-37, the applicant will need to indicate what DNAPL (if any) or other potentially significant drinking water threats will be stored and/or handled on the property. A Risk Management Plan may need to be developed.

**Grand River Conservation Authority (GRCA) – Jessica Conroy:**

The GRCA has no concerns with pre-consultation application PRE23-018D for 105 Clair Road East, Guelph.

The subject property does not contain any natural hazards such as watercourses, floodplains, shorelines, wetlands, or valley slopes. The property is not subject to Ontario Regulation 150/06 and therefore a permission from GRCA is not required.

**Notes:**

- 1. The issues noted above or through any follow-up correspondence from the City to the applicant are based on a cursory review of the proposal and are not intended to serve as a comprehensive list of issues. City staff reserve the right to identify further issues through a formal development application.**
- 2. Formal applications will not be deemed complete if all required materials have not been provided. This may include approvals required from other regulatory authorities and agencies, applicants are to secure approvals from other regulatory authorities and agencies prior to submitting a formal application to the City of Guelph.**

# **Appendix 5**

**PRE-SUBMISSION 1  
COMMENT REPORT**



# **1 Clair Road East, 1st Pre-Submission Review (OPA/ZBA Submission Materials)**

Submission Received: December 18, 2023

The comments included in this document are further to materials provided as part of a pre-submission review process which will ultimately be required in support of a future Official Plan and Zoning By-law Amendment application for the lands municipally known as 1 Clair Road East.

## **Summary of Proposed Development**

Redevelopment of the eastern portion of the subject lands (approximately 2.2 hectares of the 5.295 hectares) with a mixed-use development containing approximately 721 dwelling units and 1,850 square metres of commercial gross floor area. Five towers which range in height from 10 to 14 storeys are proposed atop four buildings. At-grade commercial space is proposed along Clair Road East, and along the northern portion of the Farley Drive private road extension. A 0.13-hectare public park is proposed to front on Poppy Drive East and Hawkins Drive.

## **Next Steps and Submission**

City staff recommend that the submission materials be revised to address comments provided below. It is recommended that you proceed with a second pre-submission review application. Staff are available to meet to discuss the comments provided.

## **Comments:**

### **Planning Comments – Kelley McCormick, Senior Development Planner & Lucas Mollame, Policy Planner**

Planning staff have reviewed the pre-submission materials and provide the following comments:

#### **Official Plan**

- Net density is defined in the City's Official Plan as: "the concentration of residential development, calculated by dividing the total number of dwellings by the net area of the site developed for residential purposes. This term excludes roads and road rights-of-way and areas that have been dedicated to the City or another public agency." The area of lands to be developed and dedicated to the City as a municipal park are to be excluded from the net density calculation and should be designated "Open Space and Park."

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## **Proposed Zones**

- Currently the entire property (lands bound by Gordon St, Clair Road E, Hawkins Dr and Poppy Drive) municipally known as 1 Clair Road East is 1 parcel of land and is therefore considered 1 lot from a zoning standpoint.
  - Is it known at this time how the overall site is intended to function? ie. maintained as 1 large parcel under same ownership? future severance (which includes this entire eastern development area as 1 property)? etc.
- The lands to be dedicated to the City for a municipal park should be zoned "Neighbourhood Park" (NP) under the 2023 Zoning By-law.
- As the entire property at 1 Clair Road East is one parcel and as zoning regulations apply to the lot, not the zone line, if a consent application is not being contemplated at this time, staff would recommend that the proposed zoning by-law amendment/ specialized zone apply to the entire property, with the site being rezoned as a new specialized CC-XX Zone under the 1995 Zoning By-law, and a new specialized CMUC-XX Zone under the 2023 Zoning By-law. The new specialized CC-XX zone (1995 Zoning By-law) should add apartment building and mixed-use building as a permitted use and blend and incorporate regulations from the R.4B zone for the residential/mixed-use component of the site.

## **Commercial Function Study**

- Planning staff have reviewed the Commercial Function Study.
- Reference to the Official Plan within this study should include [OPA 80](#) which is not included in the 'City of Guelph Official Plan February 2022 Consolidation'. Pursuant to OPA 80, the subject lands are designated Commercial Mixed-Use Centre and are located within a Strategic Growth Area that is referred to as the Gordon Street & Clair Road Community Mixed-Use Node. References in this study should be updated accordingly.
- When describing the other food stores located in the area, please note staff consider Chocolats Favoris and Cobs Bread as restaurants.
- The City of Guelph Official Plan defines Active Transportation as "modes of transportation, such as walking and cycling that: provide the personal benefits of fitness and recreation; are environmentally friendly; contribute to the personal and social health of neighbourhoods; and are readily available to a wide range of age groups within the community." Public Transit, including bus services, would not be considered as Active Transportation.
- Staff are supportive of a reduction in commercial GFA through this redevelopment application but would like to see the amount of commercial GFA lost lowered to support the densities proposed.
- Further commentary on what proposed commercial space uses will be targeted and its ability to function as a community focal point should be included.
  - The loss of the Galaxy movie theatre does represent the loss of a community focal point for this site, and as such, further consideration should be given to the kind of uses that will offer the same community focal point on this site, even at a reduced commercial space rate.

## **Transportation Study**

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Planning staff have reviewed the Vehicular Parking Considerations included in Section 6 of the Transportation Study and provide the following comments:

- The apartment building parking rate (1.5 spaces for the first 20 units) applies to each building under both the 1995 & 2023 Zoning By-law.
- The mixed-use residential parking rate in the 2023 Zoning By-law applies to buildings where at-grade commercial GFA is proposed, however the apartment building parking rate applies to the buildings where no at-grade commercial is proposed.
- The "Retail Establishment" use parking rate (Row 48, Table 5.3 of the 2023 Zoning By-law) has been used to establish the required minimum parking rate for commercial uses. Retail establishment is defined as "a premises which displays, sells or rents goods or materials" and is just one of many permitted non-residential uses in the CMUC zone. To allow for greater flexibility in terms of potential commercial tenants, and assuming there will be more than one commercial unit in each building, the "multi-unit building, commercial" use parking rate would be more appropriate and should be used to establish the minimum required parking rate for the commercial component (refer to Row 61, Table 5.3). Please note that additional regulation (1) for Table 5.3 applies to the "multi-unit building, commercial" use, and states: "Where a restaurant or nightclub use occupies more than 30% of the gross floor area of a multi-unit building, the specific parking ratio requirement for the restaurant or nightclub shall be required in addition to the multi-unit building requirement for the remaining gross floor area."
- Minimum parking rates for the commercial GFA are to be increased to align with the minimum parking rates set out in the 2023 Zoning By-law. If a reduction to the minimum parking rate is proposed, justification needs to be included.
- Further discussion to be included regarding anticipated peak use times for commercial parking (based on intended uses) and resident visitor parking spaces. Staff are open to discussing shared parking considerations for residential visitor and commercial uses further.
- By including the severability provision in the Zoning By-law, required parking can be provided for all lands zoned CMUC-XX (shared across the site). Please note depending on how the site is intended to proceed from a site plan approval perspective (ie. separate application for each phase), zoning compliance would need to be demonstrated for each phase.
- Staff would encourage the applicant to review Sections 5.8.1 & 5.8.2 of the 2023 Zoning By-law. These sections include further requirements with respect to bicycle parking space design and location and minimum dimensions.
- Transit staff have noted that Route 99 currently operates at or very close to capacity at almost all times of day and that there are no plans currently to increase frequency. It is noted proposed developments within this area will add increased pressure to this route and that a future budget request will need to be brought forward to Council to increase frequency to support this growth.
- Staff note that while there are a handful of transit and active transportation improvements planned for the surrounding lands further to what is referenced in this study and outlined in the Guelph Transit Future Ready Action Plan and the City's Transportation Master Plan, the timelines for implementation are

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subject to change and are dependent on Council confirming or adjusting budget.

- Staff note that prior to approving the 2023 Zoning By-law, Council amended the minimum parking rate for apartment buildings from what was recommended by staff to align with the apartment building parking rate in the 1995 Zoning By-law.

### **Community Engagement Report**

- Staff reviewed the Neighbourhood Information Meeting Report. Please update the report to include a brief overview of the proposal as presented at the November 28, 2023 open house/ meeting, and discuss refinements made to the proposal further to comments heard at the neighbourhood meeting.

### **Planning Justification Report and Amending By-law**

- Section 2.4 states a site-specific zoning by-law amendment is required to allow for the continuation of existing uses on the western portion of the site. Please clarify. Note: all existing uses should conform with the 1995 Zoning By-law.
- Staff are generally satisfied with the Affordable Housing Strategy included in Section 2.8 but would encourage further reference to the latest copy of the City of Guelph's Growth Monitoring and Affordable Housing Report to further justify the proposed density on the site, specifically Section 4.4 and 5.3 of the latest Report.
- It is noted in the PJR that geothermal is proposed for this site. If this is the case, please speak to this further in the report and within the CEI letter.
- As an OPA is required for the proposed development, include discussion that addresses Section 1.3.14 of the Official Plan.
- As it relates to the subject lands, 'concept plan' within Section 3.6 of the Official Plan refers to the City's Urban Design Concept Plans – Community Nodes Volume 3, Gordon/Clair concept plan (please refer to Landscape Planning's comments from the DRC meeting).
- Include discussion as to how the proposal addresses Section 4.7 of the Official Plan with reference to the CEI letter.
- Provide further discussion as to how certain Official Plan policies, ie. policies in Section 8.9.1 and 9.3.1.1 are being achieved. For instance, instead of stating a report was completed to ensure compatibility (ie. Sun/Shadow Study), please provide a high-level summary in the PJR as to how the report demonstrates this and how the proposal satisfies the policy either within the Detailed Policy Analysis Section (Appendix 5) or within Section 2.5.

### **Draft OPA**

- The details section of the Proposed Amendment appears to be referencing the incorrect policy (Part III, subsection 5.3.2 (d) (i) and (ii) referenced, appears it should be referencing Section 9.4.3.19 (ii)). Please revise.
- As the OPA is only intended to apply to a portion of the lands municipally known as 1 Clair Road East, the portion of the site which this site-specific amendment is intended to apply should be described within the Details of the Proposed Amendment section.

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### **Site-Specific Zoning Regulations (2023 Zoning By-law):**

- **Maximum Lot Area** – Assuming the entire property remains as 1 parcel/1 lot, a site-specific provision is to be included for the maximum lot area as the overall lot area is greater than the maximum permitted for the CMUC zone.
- **Buffer Strips** – Rather than revising the definition of buffer strip, suggest removing the requirement that a buffer strip be provided for this zone along the interior side yard and rear yard as staff are of the opinion one isn't required based on the proposed development concept and there being no other lots (besides the future municipal park) abutting this parcel (parcel separated by roads).
- **Minimum Building Height** – Rather than establishing a new site-specific minimum building height, clarify that this regulation shall not apply to buildings that existed prior to the effective date of By-law (2023)-20790 on lands zoned CMUC-XX.
- **Maximum Building Height** – As noted in Section 4.14.1 of the Zoning By-law, the height restrictions within this By-law do not apply to rooftop mechanicals. Rooftop mechanicals do however need to meet the requirements set out in Section 4.14.5 in terms of setback from building edge and screening. Are you referring to Section 4.14.1 of the By-law or something else? Please clarify.
- **Maximum Floor Plate Size** – Based on what is noted in the Urban Design Brief, it is Staff's understanding that the request to permit an increased maximum floor plate size of 1,700m<sup>2</sup> whereas 1,200m<sup>2</sup> is permitted for the 7<sup>th</sup> & 8<sup>th</sup> storeys applies only to Building B and that this is because the individual floorplates of either tower are being summed together but if the two towers within Building B were looked at individually, they would achieve the maximum floor plate size individually. Please confirm.
- **Common Amenity Area (Minimum)** – Staff have concerns with the amount of common amenity area proposed (11m<sup>2</sup>/unit). Staff are also not supportive of an exemption to exceed the length to width ratio for common amenity areas. Please look for ways to increase the common amenity area for the site (ie. through the provision of additional indoor common amenity space). Please refer to Urban Design and Landscape Planning comments.
- **Angular Planes** – As noted by Urban Design Staff, the angular planes are not being measured from the correct locations in the Urban Design Brief (to be measured from center line of road and from lot line abutting the park). The Urban Design Brief only looks at the proposed development from Poppy Drive and Hawkins Drive from the opposite side of the street. Please include additional details in the PJR and Urban Design Brief that speaks to and provides additional justification for the proposed angular planes.

- **Off-Street Parking**

- Provide an increased parking rate for the non-residential uses (in line with the parking rates in the 2023 Zoning By-law for the “multi-unit building, commercial” use), and an increased parking rate for residential dwelling units in line with the residential mixed use parking rate included in the 2023 Zoning By-law.
  - A specific regulation was included in the draft Zoning By-law to require parking spaces be setback 5.5m of a lot line of a corner lot of any intersections of a street, public. Is this in reference to proposed underground parking spaces? Please clarify.
- **Visitor Parking (Location)** – Please note there is no requirement in the 2023 Zoning By-law stating that visitor parking spaces must be located at grade. A specialized regulation would not be required to permit what is proposed.
  - **Severability Provision** – Please note, by including the severability provision, several items included in the proposed draft Zoning By-law would not be required, ie. required residential parking can be provided for on all lands zoned CMUC-XX, etc.
  - **Overlay Mapping (B-13)** – (NOTE) The B-13 overlay mapping in the 2023 Zoning By-law shows Low Density residential extending onto the subject lands, this appears to be a mapping error and should be corrected.

### **Site-Specific Zoning Regulations (1995 Zoning By-law):**

- **Permitted Uses:** A specialized CC-XX zone for the overall site appears to be more appropriate for this overall site, with apartment building & mixed-use building being added as permitted uses.

### **General Site Layout Considerations**

- Further to the planned transit route changes set out in the [Guelph Transit Future Ready Action Plan](#) (GTFRAP), and the introduction of a new planned core route 96 that would service the site directly on Poppy Drive E, staff would encourage the provision of a more direct connection from the proposed buildings to this area of the site.

### **Summary**

- Generally speaking, Planning staff are supportive of the proposed redevelopment of this site as it aligns with the City’s vision and objective for Strategic Growth Areas as set out in the Official Plan, however staff are concerned some elements to support the proposed increased density are not sufficient, ie. reduction of common amenity space, reduction of required parking, etc.
- Planning staff would strongly encourage locating additional at-grade commercial GFA within Building B (Phase 2) along the Farley Drive private road extension.

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- Note: Enclosed/appended to these comments is the approved site plan on file for this property. There are some minor discrepancies with respect to overall commercial GFA, site areas, etc.

## **Urban Design & Landscape Comments – Prerit Kaji, Urban Design Planner & Rory Templeton, Landscape Planner**

### **Background**

Urban Design policies from the Official Plan were reviewed. The City has approved the Built Form Standards for Mid-rise Buildings and Townhouses. The comments below also reflect the review of these documents.

### **Urban Design Brief Comments**

Page 31 – Development concept, Site Design

- Elaborate on the common amenity area provided at grade within phase 2, between building B1 and B2 along the Farley Drive private road extension. Staff would like to understand the justification of providing CA space externally facing on the Farley Drive private road extension vs. internally facing the 'woonerf'.
- Elaborate on the confluence of the east-west street and the proposed north-south 'woonerf'. This appears to be an important intersecting space that includes the mixing of users, functional spaces, art, materials/forms and other street assets.

Page 33 – Development concept, Built Form

- Provide justification for increased floorplate size for Level 7,8,9,10 of Building B as provided in the project overview sheet in contrast to the expectation from Zoning By-law 2023.
- Provide justification on reduced tower setback in proposed development.

Page 35 – Development concept, Building C & D

- Elaborate on the function of the common amenity area between buildings C & D. Justify the nature of the use of this area and its placement within the central plaza space which is a potential gateway for pedestrians to enter the site from Clair Road East further connecting to the 'woonerf'. Alternatively, the entire space could be publicly accessible with no common amenity and provide further opportunities for commercial units to face onto and take advantage of this outdoor real estate. Discussion with City staff is recommended prior to further development.

Page 38-40 – Transitions & Angular Planes

- Angular planes are not being measured from the correct locations. Further to what is set out in the Zoning By-law, angular planes are to be measured from center line of road, and from the lot line abutting the park. Furthermore, this brief only looks at the proposed redevelopment from Poppy

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Drive and Hawkins Drive from the opposite side of the street.

Page 41 – Development concept, Access, Circulation, Parking, Loading and Storage

- Staff appreciates the effort and thought behind developing a 'woonerf' within the project area. To further strengthen the functioning of the 'woonerf' and corresponding pedestrian circulation, staff would like the applicant to consider possibilities of reducing and limiting vehicular circulation within the site by providing alternate location of access to underground parking and loading bays.
- Provide an overview of the current status of on-street parking along the major streets adjacent to the site, summarize any changes required as a result of the proposed redevelopment and discuss the potential impact of it on the proposed development (ie. park use, visitor parking, etc).

Page 43 – Development concept, Material, and Architectural treatment

- Emphasize how materials and architectural treatment are used as a medium for enhancing the vertical separation of uses like commercial from residential.

Page 46 – Microclimate Wind and Shadows

- Elaborate on the impact of wind on the common amenity area between buildings C and D along with mitigation measures to make it an open public place like the central plaza.
- Elaborate the impact of shadows, if the common amenity space between buildings B1 and B2 if it is flipped and turned to face the 'woonerf'.

**Comments on the Submitted Development Concept**

Site Plan

- Staff would like to explore the possibility of extending commercial uses along the Farley Drive private road extension, which can be shared with the future redevelopment of the lands to the west when they are ultimately redeveloped. It is important to strengthen the 'main street area' as described in the City's Community Nodes, Urban Design Manual.
- Staff appreciates the idea of developing a 'woonerf' within the site and the emphasis on pedestrian circulation. It would be ideal to strengthen it further by reducing and limiting vehicular circulation through the 'woonerf' via Poppy Drive East. This opportunity is currently challenged due to the placement of loading/ storage areas and the access to underground parking. Staff encourage opportunities for relocating the loading areas and access to underground parking along the west-east access connecting the Farley Drive private road extension and Hawkins Drive and minimizing vehicular circulation along the 'woonerf'. City staff understand there may be other unintended consequences with this alternative design, and we would encourage further discussions.

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- Staff appreciate the idea of prioritizing pedestrian circulation at the intersection crossing for the east-west private road and 'woonerf', however, staff would require careful design considerations to ensure the AODA standards are met. This may require the E-W private road to be gradually sloped to meet the intersection, instead of a sudden ramp to reach the intersection. Please note, Accessibility staff do not support 'bumps' in the road that could be uncomfortable for someone with a back issue to traverse in a vehicle. Defining vehicles from pedestrians should be done through bollards as well as TWSI's, and other AODA measures.
- Understanding that the current plan shows a dedicated right turn lane at the intersection of the 'Main Street' and Clair Road East, please consider options for on-street layby parking fronting Tower C (along the Farley Drive private road extension) to support commercial uses.
- Staff would like increased tower setback of 3m for Towers A and C along the 'woonerf', to help in relaxing the perception of tall towers for pedestrians and residents.

#### Common Amenity

- Staff appreciate the quality of public open spaces and common amenity areas achieved through thoughtful planning and design. Further discussion and consideration of the location and programming of the proposed CA spaces may be required to ensure they meet the City's Noise Guidelines for outdoor amenity spaces. Staff are not supportive of noise mitigation that includes high acoustic walls along public streets that could impede views into/out of the development or CPTED principles of good site design.
- Staff would like additional details to understand the pedestrian circulation required to access the outdoor common amenity areas for buildings A & B. Further details/ consideration appears to be needed for how the outdoor at-grade CA spaces will be accessed by residents but also be clearly identified as being for the use of residents only. Please note, it is not required to physically separate CA and public spaces. In a setting where a CA space abuts a public space, like the proposed park, often City approved Demarcation Markers are adequate to delineate ownership. In other areas, fencing may be preferred if a higher level of security is required. Often simple signage can help clarify private and public spaces if there is a concern.
- Staff would like to explore the opportunity of flipping the CA space of building B along the 'woonerf'. This can be beneficial in developing a community-driven public space with pedestrian-prioritized circulation with the idea of eyes on the street (larger open space). Such an arrangement will also benefit in developing the extended commercial frontage along the Farley Drive private road extension.
- Staff would encourage the applicant to develop a variety of different programmed common amenity spaces at Level 7 for each building, especially if all roof tops are accessible by all development residents. Instead of similar configurations of raised planter beds and BBQ pits as represented in amenity plan drawings, consider - entertainment space, exercise area/yoga, table

tennis/shuffle board, fire pit, etc. designed with acceptable mitigation measures to make such CA spaces usable and efficient, as suggested based on findings of wind study and noise study.

- Staff does not see much potential use for the proposed outdoor CA spaces between Buildings C & D. Though they appear to be connected to the indoor CA spaces they appear to be quite small. It would be ideal to open the central public plaza for continuous pedestrian movement without any obstruction of physical elements like a privacy fence which would also hinder the public view.
- Please note, CA spaces that exceed the 4:1 ratio will not be supported, but the applicant is encouraged to include all areas that meet the definition of Common Amenity as per the Zoning By-law.
- Based on the current proposal the CA space required would be 14,420 sq.m. Staff don't believe a strong justification for a reduction of 40% has been presented; and given that the City Built Form Standards state that 'a reduction will only be supported by staff for those proposed developments along intensification corridors within 500m walking distance of a park with a minimum size of 1 hectare, it is currently not possible for staff to support such a significant reduction as proposed.

#### Sun-Shadow Study

- Based on findings of Solar study provided in Urban Design brief, further detailed analysis through the calculation of resultant Sun Access Factor for each residential amenity space during the required test times is needed.
- The study will need to be further revised to assess the impact of shadows if the CA space for Building B is flipped and provided along the 'Woonerf'.

#### Pedestrian Wind Assessment

- This study states: "*Suitable wind conditions are generally expected in the summer for outdoor amenity spaces at grade, except the area between Towers C and D, where wind speeds are higher than desired for passive activities.*" Please provide mitigative measures to ensure the proposed central open space remain effective for comfortable gathering of people.
- This study states: "*Wind speeds conducive to the intended pedestrian use are expected at all Level 7 outdoor amenities during the summer, with higher-than-desired wind speeds expected around the northeast corners of Towers C and D.*" Please provide mitigative measures to make these areas more usable, and where not possible, ensure that the proposed programming is compatible with the conclusions of the wind study.
- Please provide mitigative measures to help with comfort levels along the east-west street during the winter months – from walking to standing, by lobbies and outdoor waiting spaces (figure 2B).

#### **Trees and Landscaping**

- The TIPP and Report by Kuntz Forestry Consulting, dated November 29, 2023 is supportable.

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- The 3 metre setback along Clair Road for commercial space at-grade is strongly supported, however, integrating some soft surfaces within this setback for planting beds, trees in open planters, sod, etc., would be preferred. The proposed pavers and trees within tree grates has a very 'downtown' feel that may not be justified for this setting.
- In general, public ROW boulevards should consist of sod and trees in open planting beds (ie. Clair, Hawkins, Poppy). A more 'urban' cross-section along the 'main street' that includes more hard surface within the boulevard could be supported for a portion that is fronted by commercial uses, however the majority of City street cross sections outside the downtown, have sodded boulevards with trees every 10-12 metres.
- Please consider adding more soft surfaces on private lands along Hawkins and Poppy, fronting the townhouses. Having a more traditional 'front yard' along these residential oriented streets seems a better fit. A stronger objective to 'greening' the development as per the guidance provided in the City's Built Form Standards documents, is encouraged.
- Landscape material upgrades such as concrete pavers are supported as they can create visual interest by adding colour and texture that breaks up larger hard surface areas, as well as can be used for wayfinding measures and user priorities, however, please ensure to specify products that have minimal chamfered edges within pedestrian zones to meet accessibility standards of the AODA.
- When designing CAS at-grade, consider programming needs for residents with dogs (dog runs, dog relief areas, etc), accessibility needs (inclusive design).
- To support the City's 'One Canopy' Strategy and achieve the goal of 40 percent canopy cover in Guelph, further focus on new tree opportunities is encouraged. Staff request revisiting the design of all streets to incorporate greater opportunities for street trees, especially along the 'main street' and frontages that include townhouses (ie. trees on private property – one tree for every two townhouses, etc.).
- Staff appreciate the proposed Soils Plan – and would support further consideration for soil volumes in other areas that achieve the City's Tree Technical Manual requirements.
- LID measures are strongly encouraged such as rain gardens, bioswales, etc. that provide habitat and food for native insects and birds.
- A minimum of 1 tree and 5 shrubs must be planted for every 45m<sup>2</sup> of required landscaped area to ensure sufficient vegetative cover for pedestrian comfort and stormwater management.

## **Site Plan Issues**

As part of the site plan process, further detailed comments will be discussed including:

- When considering the location of utilities such as hydro transformers, locations that are not fronting onto the public right of way, proposed public park, common amenity areas, Clair Road in particular. A utility plan will be required as part of the site plan application.

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- Garbage storage and functionality that does not hinder outdoor common amenity spaces and programming.
- Planting adjacent and within the parking areas are to be proportioned to accommodate soil volumes required for medium sized trees, as per the Tree Technical Manual.
- Accessibility related details to demonstrate conformity with the AODA.
- Programed outdoor common amenity areas for Level 7 for each building.
- Street furniture such as short-term bicycle parking, benches etc.
- Keep in mind bird-friendliness strategies in the design of the elevations.
- Rooftop mechanical screening details.
- Architectural details.
- Continued encouragement of LID systems.
- Sustainable Development Checklist, will be required as part of the site plan process.

### **Environmental Planning Comments – Ryan Hamelin, Environmental Planner**

- The proposed pre- vs. post-construction water balance is not clearly presented. However, based on the Functional Servicing & Stormwater Management Report, including Appendix G, it seems that a substantial reduction in infiltration is proposed. Reductions in infiltration or corresponding increases in run-off must be avoided through site design. As noted in the DRC comments provided by the City, the subject property is in the headwaters of the Hanlon Creek Subwatershed and maximizing infiltration will be a focus of the development.

Please provide a detailed water balance for the proposed development, demonstrating how infiltration will be maintained or enhanced. Any proposed increase in run-off will require a detailed assessment to demonstrate no impacts to the natural heritage system.

- As temporary dewatering is anticipated for the proposed construction, a dewatering plan with associated mitigation measures will be required. For the rezoning and OPA, the dewatering plan should provide general mitigation measures, an analysis of the potential zone of influence, projected peak rates and total discharge volume, and information on the proposed discharge location. A more detailed dewatering plan will be required through the Site Plan.
- The Preliminary Geotechnical and Hydrogeological Investigation identifies that the proposed underground parking will be below the local groundwater levels and indicates that a perimeter drainage system, underfloor drainage system, or full waterproofing will be required.

Please note that permanent dewatering through a perimeter or underfloor drainage system, which may impact the Water Resource System or Natural Heritage System, will not be supported. Significant dewatering through a drainage system must be avoided through design, and any proposed dewatering

must be considered within the water balance assessment.

- The Salt Management Plan states that the “infiltration facilities will be taken ‘off-line’ during the winter months.” However, bypassing the infiltration system in the winter will likely not be supported as it would be inconsistent with the objectives of maximizing infiltration and reducing run-off. Concerns regarding contamination from salt should be addressed through an approved Salt Management Plan, which minimizes salt application.
- Note: The subject property is within 120 m of the Natural Heritage System; as such, Bird-friendly design will be required to mitigate bird collisions with glass and reflective surfaces. Details showing conformance with Bird-friendly design will need to be provided during Site Plan. The Bird-friendly Design Guideline can be found at: Attachment-1Bird-friendlyDesignGuideline.pdf (guelph.ca).

### **Engineering Comments – Michelle Thalen, Engineering Technologist III**

#### **Municipal Services:**

##### **Servicing Capacity:**

The servicing capacity analysis was completed using the City’s water and wastewater model and the results were as follows:

##### Water

The existing pre-development pressures around the development ranged from 41.7-52.2 psi. The calculated development demands as provided by the consultant firm, CivilGO, were added to the model at each proposed building service connection on Poppy Drive East, Hawkins Drive and Clair Road East. Within the water model, the development pressure fell below the preferred operating range of 50 - 80 psi specified by the MECP but above the minimum allowable pressure of 40 psi for each building under all four (4) phases. The new development water demand was not found to significantly impact pressures in the development area.

A fire flow analysis was conducted with the City’s hydraulic model at the existing hydrants on Poppy Drive East, Hawkins Drive, Clair Road West and Farley Drive. The fire flow results predicted by the model are representative of the amount of water available in a watermain and not the extent of flow available from a hydrant. Hydrants on Poppy Drive East do not meet the specified fire flows criteria due to the capacity limitation of the 150 mm watermain. However, the hydrants on Hawkins Drive, Clair Road East and Farley Drive do meet the specified fire flow criteria under all development phases.

##### Wastewater

City staff evaluated the influence of increased flows from the development for all phases of the proposed development – Buildings A, B, C and D. The calculated wastewater flows (18.45 L/s) as provided by the consulting engineer, CivilGO was added to the model for the entire development and the model results suggested

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that the existing collection system has sufficient residual capacity to manage the flows from the proposed development.

### **Proposed Site Servicing:**

The existing servicing of the site for water and wastewater reflects the City's current standards that require a single set of services for each single property. The consulting engineer has provided a functional servicing plan for each phase that proposes reuse of the existing onsite sanitary service (single service) but new water services from either Hawkins Drive, Poppy Drive East or the existing onsite water service from Farley Drive/Clair Road East intersection. As such, please clarify within the FSR and the servicing plans if the intention is to have the future development be several properties with shared servicing easements or remain as one property. If it is to remain one property, the servicing of the site is to be reevaluated to ensure that a single wastewater and water service is provided in accordance with City of Guelph design specifications. For information please refer to the Region of Waterloo and area Municipalities "Design Guidelines and Supplemental Specifications for Municipal Services" (DGSSMS) in sections B.2.12.3 and B.3.3.2.

### **Stormwater Management:**

The proposed stormwater management of the site includes utilizing the existing stormwater service that outlets to the municipally owned stormwater management pond located adjacent to Hawkins Drive. The proposal also includes reuse of the existing underground infiltration gallery (D-Raintank system) that was designed to capture and infiltrate the east parking area as well as the introduction of a new smaller infiltration gallery for the park area.

What is not clear and should be further detailed and summarized within the FSR, is the catchment area of the existing infiltration gallery (large D-Raintank) and the volume of water that is currently being infiltrated versus the proposed size of the catchment area and the volume of water being infiltrated. Furthermore, the FSR should also detail the catchment areas and volume of water being infiltrated for the three existing infiltration galleries for the existing buildings K, L and E. The groundwater recharge should be maintained from a pre to a post development condition noting that the predevelopment condition is the existing condition that includes the commercial development (movie theatre, Harveys, State and Main etc) and not prior to the commercial development of the site as presented in the water balance provided in Appendix G.

Please note that infiltration testing for the soils underlying the proposed infiltration gallery for the park shall be done at the time of site plan in accordance with the City of Guelph's Development Engineering Manual (DEM) section 5.7.8.

### **Grading:**

Within the FSR, it was noted that the regrading of the City's boulevard is assumed due to the landscaping installation, excavation, shoring etc. Please note that the City's boulevards are to meet City standards for grading as presented in the Linear Infrastructure Standards (LIS). Any proposed shoring or tiebacks are to comply with the DEM – refer to section 4.2.6.2.

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Furthermore, the City's boulevard areas are for utility banks, above ground utilities and any necessary stormwater management. Only when these primary servicing functions are fulfilled will City staff review any proposed landscaping elements.

### **Hydrogeological Assessment:**

One of the City's Hydrogeologists with Water Services have reviewed the submission and provide the following comments:

- It is understood through the text that future monitoring events will occur to obtain the seasonal high groundwater elevations. The reviewer reminds the author that as per the City's Development Engineering Manual (DEM) that one full year of monitoring data is required in addition to depicting this data graphically via hydrograph in future submissions on this file. (Section 4.2.7; Page 5).
- AQTESOLV plots should be reviewed again as most tests were completed in partially saturated conditions and a double straight line effect is evident in some plots. (Section 4.2.8; Page 6).
- Please provide calculations and references to methodology used for dewatering assessment. Radius of influence should also be provided in the report to inform whether settlement assessments will be required due to proximity to existing buildings/structures. (Section 7.0; Page 15).
- No Source Water Protection discussion has been provided. Within updated reports, please include site details as it relates to the City's Source Water Protection plan and policies (i.e. WHPAs, Vulnerability Scoring, Issue Contributing Areas where applicable). This information is available on the City's website, or through the Lake Erie Source Protection Region's Information Atlas.
- Please provide mapping of the physiographic region and features of the study area.
- Please provide groundwater flow direction interpretations and mapping.
- Please provide interpretations and/or mapping for recharge/discharge areas and features within the study area. Referencing GRCA documents/mapping is also acceptable.
- Are any Certificates of Property Use on Title and if so please identify this in the report and describe any conditions contained within?

### **Environmental Engineering:**

Prior to the review of the submitted Phase 1 ESA report, please provide a reliance letter from the Qualified Person (QP) who authored the Phase 1 in accordance with the City of Guelph "Guidelines for Development of Contaminated or Potentially Contaminated Sites" – section 3.6. Third party reliance on the report is also identified within the Phase 1 ESA (section 10.0) as needing written authorization from WSP Canada Inc.

With the next submission please ensure that the QP stamps the Phase 1 ESA report.

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**Noise Feasibility Study:**

Engineering staff do not have any comments about the report as currently presented. However, it is our understanding that the noise feasibility study may require future revisions based on comments from staff in Planning and Urban Design regarding the location of the outdoor amenity areas. Please revise and update accordingly.

**Transportation Services - Gwen Zhang, Transportation Planning Engineer; Kate Berry, Project Manager, Transportation Planning; Munshif Muccaram, Development Engineering Transportation Technologist II****Driveway access**

In accordance with the zoning by-law, within any part of a sight line triangle (corner lot and driveway) area no building, structure, play equipment, statue, swimming pool/hot tub or parked motor vehicle shall be located. Within the sight line triangle, a fence, hedge, shrub or foliage may be located provided it does not exceed 0.8 metres above the level of the travelled portion of the street.

Proposed new driveway accesses must be designed in accordance with the City's Development Engineering Manual (DEM) standards.

New driveway access on Poppy Drive East must be aligned (centerline to centerline) with the existing residential driveway access (1888 Gordon Street) on the south side of Poppy Drive East.

Proposed new access conflicts with the existing Guelph Transit Stop (6100 Poppy Drive at Hawkins Drive). Transit stop to be relocated to Guelph Transit's satisfaction and all cost related to removal and installation of the transit stops will be a developer cost. Stop to be relocated close to its current location. Exact location and detailed designs of the new transit pad will be reviewed and constructed as part of the site plan approval process.

**Protected crossing facility on Poppy Drive East and Hawkins Drive**

The study recommends a protected crossing facility on Poppy Drive East either at Hawkins Drive or Farley Drive extension as an appropriate measure to address existing conditions and concerns. It further notes that a protected crossing facility could be facilitated by either all-way stop or by a Pedestrian Crossover (PXO). The City follows the Ontario Traffic Manual (OTM) to review the feasibility of all-way stop control and PXO's. The City will continue to monitor the needs for future improvements for safe crossing and traffic operations.

**Public Open House feedback on sightline deficiency at the secondary access**

One of the public feedback items in the study refers to sightline improvement at the current secondary residential access to 1888 Gordon Street development via Poppy Drive East. This concern was previously forwarded to the City's Transportation

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Engineering Department. Staff conducted a field review and implemented no parking zones on both sides of the residential access.

### **Curb extensions and internal roadway**

Proposed curb extensions at the internal east-west street and internal north-south street intersection will reduce the travel lane width and enhance pedestrian crossing distance while improving pedestrian safety. A 7.0m wide drive aisle width is proposed at the curb extensions. Review and further extend the curb extension to achieve 6.5m drive aisle width at the curb extensions.

The internal road shall have a centerline radius not less than 12m and private roadway must be designed in accordance with Ontario Building Code.

### **Clair Road East**

The City is currently developing Complete Streets Design Guidelines expected for publication in 2024. The guidelines will include a Multi-Modal Level of Service (MMLOS) tool. These documents may become available and in effect during the development application review process.

Guelph Transit staff have identified the need to add a bus shelter to stop #6098 on Clair Road East at Hawkins Drive (eastbound). Proponent to review the feasibility of providing the desired shelter fully or partially within the proposed development limits at the site plan approval stage. Transit shelter would further support the use of transit for future residents of the proposed development.

The study analyzed the feasibility of a westbound left turn storage lane on Clair Road at Hawkins Drive in accordance with the provincial and national warrants. It concluded that an exclusive left turn lane is warranted for existing conditions.

The feasibility of a traffic control signal was reviewed at the intersection of Clair Road East at Hawkins Drive. The study concluded that under the future background (year 2033) scenario with the growth of Clair Maltby Secondary Plan, a traffic control signal is warranted in accordance with Ontario Traffic Manual (book 12) for "Minimum Four-Hour Vehicle volume".

### **Clair Road East at Farley Drive**

Synchro analysis demonstrated the northbound left-turn lane traffic projections exceed the available storage. Due to this northbound left-turn storage deficiency, the intersection operation at the Farley extension/East-west street would be impacted. This could result in more motorists choosing East-west street and Hawkins Drive to reach Clair Road. Traffic coming from the west side of Farley extension would become cut-through traffic.

### **Ramp design**

Ramp design details are to be reviewed at the site plan stage. For any ramps leading to underground parking, the following design criteria must be met.

- Consider a maximum ramp grade of 12%.

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- For any steep ramp, transition areas at the top and bottom of the ramp should be at least 6m in length with half of the ramp grade.
- As per the City's "2015 Facility Accessibility Design Manual", a minimum of 2.75m vertical clearance should be provided for accessible parking spaces.
- Ensure adequate sightlines at entrance/exit.

## **Section 4.2 Area Transit Context**

Staff recommends reference to the 'Guelph Transit Future Ready Action Plan' .

## **Section 6 Vehicular Parking Consideration**

Parking demand and supply will be reviewed and commented on by Planning Staff.

## **Section 9 Transportation Demand Management**

The proposed development is situated in a walkable, bikeable, transit-friendly area. Sustainable Transportation staff are generally supportive of the TDM measures outlined in Section 9, that will support residents, employees and visitors to choose sustainable modes of transport.

Commercial short term bike parking is proposed within City's right of way along Clair Road East. These parking spaces must be relocated and to be provided within the development limits.

Detailed design of sustainable transportation features, such as bike parking, electric vehicle parking and connections to sidewalks and cycling facilities within the Right of Way (ROW), can be discussed at the site plan stage. Staff will be looking to ensure the bicycle parking is suitable for a range of users (i.e. a variety of bike racks to suit different bicycle styles and user needs).

## **Section 12.0 Summary and Conclusions**

Subsequent Site plan applications shall continue to confirm that drivers' sightline be free of obstructions. Vegetation within the sight triangle must not exceed 0.8 meters above the level of the travelled portion of the street. Details to be reviewed at the site plan review process.

On-street parking is proposed along the internal road. Parking space dimensions must be provided in accordance with the zoning by-law.

## **Editorial Errors**

- Section 3.2.2 – Please edit the sixth bullet point to read: Clair Road and Gordon Street included as part of the Cycling Spine Network.
- Section 4.3.1 – Please note that the existing cycling facilities on Clair Road East and Gordon Street are painted bike lanes (not signed routes, as the report text perhaps implies). The second sentence indicates that Figure 6 shows the existing cycling network, however the existing bike lanes on Clair Road East and Gordon Street do not appear to be shown on the map.
- Section 6.5 – number of proposed parking spaces are incorrectly identified as 7911.

- Section 12.0 item 45. Notes that there are 76 residential long-term bicycle parking spaces are provided. Based on the site plan 76 residential short-term parking spaces are proposed.

### **Source Water Protection - Peter Rider, Source Water Risk Management Official**

- Note: The subject lands are located within a well head protection area (WHPA), WHPA-C with a 4-vulnerability score. As such, geothermal can be considered for this site. Details to be explored and discussed further through the site plan process.

### **Parks Planning Comments – Christina Vannelli, Park Planner**

#### **Parkland Dedication**

- As noted in response to previous pre-consultation review, Park and Trail Development recommends parkland dedication for the development.
- In accordance with the Planning Act s.42 the parkland dedication rate will be the greater of 5% of the land, or 1 hectare for each 1000 dwelling units, up to a maximum of 10% of the land (for sites under 5 ha).
- For this development the 1 hectare per 1000 dwelling unit rate will apply. Park and Trail Development requires a minimum Parkland Dedication in the amount of 0.18 hectares in accordance with the Planning Act s.42, City of Guelph Official Plan Policy 7.3.5.1. and the City of Guelph Parkland Dedication By-law (2022) 20717 or any successor thereof.
- The parkland dedication amount of 1,333m<sup>2</sup> (0.133ha) provided in the proposed development application and outlined in Planning Justification Report is not satisfactory to Park and Trail Development. Please revise to achieve the required Park Block size of 0.18ha.
- The proposed park parcel must satisfy the following criteria of City of Guelph Official Plan Policy 7.3.5.5:
  - i. that the site satisfies the development criteria for the type of park proposed;
  - ii. that the site is not susceptible to major flooding, poor drainage, erosion, steep slopes or other environmental or physical conditions that would interfere with its potential development or use as an active public recreation area. Sites subject to these conditions may be integrated, where possible, into the development of municipal park areas by serving as pedestrian walkways, as passive recreation areas, or as natural areas;
  - iii. that the site is oriented to take advantage of favourable topography, vistas and mature stands of trees where possible and desirable; and
  - iv. that the lands be dedicated in a condition suitable for parkland development in accordance with the standards of the City.
- Note: Parks staff acknowledge that the applicant has identified an acceptable block location in the submitted Site Plan at Hawkins Drive and Poppy Drive



East to ensure frontage requirements are met and provide ease of access for public use.

- Note: Park Block shall not be on encumbered land. Parks staff acknowledge that the limit of the underground parking structure is outside of the limits of the proposed Park block as shown on the submitted plans.
- The Park block shall not have any proposed site furnishings or hardscape. Please ensure that any hardscape or site furnishings are proposed within the private development area only.

#### **Site Plan & Landscape Plan – Demarcation:**

- Note: Property Demarcation along the property line of the proposed open space is typically required. However, given the proposed site design – parks staff will not require demarcation fencing or bollards.
- Note: The Park Block will be signed with City of Guelph standard signage when it is named and developed as part of the City of Guelph Capital project process.

#### **External Agencies – Pre-Submission Review Comments**

The pre-submission review materials were circulated to the following external agencies:

- **Alectra Utilities (Guelph Hydro)** - Comments from Alectra are attached.

No.	Comments	Response	Responsibility
<b>PLANNING COMMENTS (dated: February, 2024)</b>			
<b>Kelley McCormick, Senior Development Planner &amp; Lucas Mollame, Policy Planner</b>			
<b>Official Plan</b>			
1	Net density is defined in the City's Official Plan as: "the concentration of residential development, calculated by dividing the total number of dwellings by the net area of the site developed for residential purposes. This term excludes roads and road rights-of-way and areas that have been dedicated to the City or another public agency." The area of lands to be developed and dedicated to the City as a municipal park are to be excluded from the net density calculation and should be designated "Open Space and Park."	<p><b>MHBC:</b> The net density has been revised to exclude the 1,800 m<sup>2</sup> parkland dedication. The net density is calculated based on the net development area of 20,388 m<sup>2</sup> (2.0388 ha) and 715 units. The revised net density is 350 units per hectare. Please see revised architectural plans provided with this resubmission.</p> <p><b>SVN:</b> Net Density calculation has been updated based on the city's definition. See Sheet No. <b>A101</b>.</p>	<b>SVN &amp; MHBC</b>
<b>Proposed Zones</b>			
2	Currently the entire property (lands bound by Gordon St, Clair Road E, Hawkins Dr and Poppy Drive) municipally known as 1 Clair Road East is 1 parcel of land and is therefore considered 1 lot from a zoning standpoint.  o Is it known at this time how the overall site is intended to function? ie. maintained as 1 large parcel under same ownership? future severance (which includes this entire eastern development area as 1 property)? etc.	Through discussions with staff, the proposed zoning has been revised for the whole site, with subsection for the commercial plaza on the west side of the site and the development area on the east side. Please see revised draft ZBA and Planning Justification Report provided with this resubmission.	<b>MHBC</b>
3	The lands to be dedicated to the City for a municipal park should be zoned "Neighbourhood Park" (NP) under the 2023 Zoning By-law.	Draft ZBA has been updated to zone the parkland dedication "Neighbourhood Park" (NP). Please see revised draft ZBA provided with this resubmission.	<b>MHBC</b>
4	As the entire property at 1 Clair Road East is one parcel and as zoning regulations apply to the lot, not the zone line, if a consent application is not being contemplated at this time, staff would recommend that the proposed zoning by-law amendment/ specialized zone apply to the entire property, with the site being rezoned as a new specialized CC-XX Zone under the 1995 Zoning By-law, and a new specialized CMUC-XX Zone under the 2023 Zoning By-law. The new specialized CC-XX zone (1995 Zoning By-law) should add apartment building and mixed-use building as a permitted use and blend and incorporate regulations from the R.4B zone for the residential/mixed-use component of the site.	A consent application is not being contemplated at this time. Through discussions with staff, the proposed zoning has been revised for the whole site, with subsections for the commercial plaza on the west side of the site and the development area. Please see revised draft ZBA and Planning Justification Report provided with this resubmission. In addition, as confirmed with City staff, a zoning by-law amendment to the 1995 Zoning By-law is no longer required.	<b>Eric &amp; MHBC</b>
<b>Commercial Function Study</b>			
5	Reference to the Official Plan within this study should include OPA 80 which is not included in the 'City of Guelph Official Plan February 2022 Consolidation'. Pursuant to OPA 80, the subject lands are designated Commercial Mixed-Use Centre and are located within a Strategic Growth Area that is referred to as the Gordon Street & Clair Road Community Mixed-Use Node. References in this study should be updated accordingly.	Completed.	<b>Tate</b>
6	When describing the other food stores located in the area, please note staff consider Chocolats Favoris and Cobs Bread as restaurants.	Discussed with the City at virtual meeting on March 5, 2024. Detailed description added in <b>Section 3.2</b> of Tate Report.	<b>Tate</b>
7	The City of Guelph Official Plan defines Active Transportation as "modes of transportation, such as walking and cycling that: provide the personal benefits of fitness and recreation; are environmentally friendly; contribute to the personal and social health of neighbourhoods; and are readily available to a wide range of age groups within the community." Public Transit, including bus services, would not be considered as Active Transportation.	Deleted reference to Public Transit with respect to Active Transportation in the Tate Report.	<b>Tate</b>
8	Staff are supportive of a reduction in commercial GFA through this redevelopment application but would like to see the amount of commercial GFA lost lowered to support the densities proposed.	Additional commercial GFA has been provided, particularly in Building B, along Farley Drive.	<b>Tate</b>

No.	Comments	Response	Responsibility
9	Further commentary on what proposed commercial space uses will be targeted and its ability to function as a community focal point should be included.  o The loss of the Galaxy movie theatre does represent the loss of a community focal point for this site, and as such, further consideration should be given to the kind of uses that will offer the same community focal point on this site, even at a reduced commercial space rate.	Further commentary provided in <b>Section 4.2</b> of Tate Report.	<b>Tate</b>
<b>Transportation Study, Planning Staff review of Vehicular Parking Considerations (Section 6) in the Transportation Study</b>			
10	The apartment building parking rate (1.5 spaces for the first 20 units) applies to each building under both the 1995 & 2023 Zoning By-law.	Noted.	<b>BA</b>
11	The mixed-use residential parking rate in the 2023 Zoning By-law applies to buildings where at-grade commercial GFA is proposed, however the apartment building parking rate applies to the buildings where no at-grade commercial is proposed.	Noted.	<b>BA</b>
12	The “Retail Establishment” use parking rate (Row 48, Table 5.3 of the 2023 Zoning By-law) has been used to establish the required minimum parking rate for commercial uses. Retail establishment is defined as “a premises which displays, sells or rents goods or materials” and is just one of many permitted non-residential uses in the CMUC zone. To allow for greater flexibility in terms of potential commercial tenants, and assuming there will be more than one commercial unit in each building, the “multi-unit building, commercial” use parking rate would be more appropriate and should be used to establish the minimum required parking rate for the commercial component (refer to Row 61, Table 5.3). Please note that additional regulation (1) for Table 5.3 applies to the “multi-unit building, commercial” use, and states: “Where a restaurant or nightclub use occupies more than 30% of the gross floor area of a multi-unit building, the specific parking ratio requirement for the restaurant or nightclub shall be required in addition to the multi-unit building requirement for the remaining gross floor area.”	Per the above, the “multi-unit building, commercial” rates provided in Zoning By-law (2023)-20790 have been adopted for the non-residential uses on the Site. Given that at this time the future non-residential uses on the Site are not known, additional regulation (1) has not been applied as part of this report. Please see Sections 7.3, 7.4, and 7.5 for detailed information regarding non-residential parking for the Site.	<b>BA</b>
13	Minimum parking rates for the commercial GFA are to be increased to align with the minimum parking rates set out in the 2023 Zoning By-law. If a reduction to the minimum parking rate is proposed, justification needs to be included.	The “multi-unit building, commercial” rates provided in Zoning By-law (2023)-20790 have been adopted for the non-residential uses on the Site. Please see Sections 7.3, 7.4, and 7.5 for detailed information regarding non-residential parking for the Site.	<b>BA</b>
14	Further discussion to be included regarding anticipated peak use times for commercial parking (based on intended uses) and resident visitor parking spaces. Staff are open to discussing shared parking considerations for residential visitor and commercial uses further.	The potential future non-residential uses on the Site are not currently known. As such, the currently proposed shared parking arrangement is intended to provide maximum flexibility and efficiency in the provided non-residential parking supply.	<b>BA</b>
15	By including the severability provision in the Zoning By-law, required parking can be provided for all lands zoned CMUC-XX (shared across the site). Please note depending on how the site is intended to proceed from a site plan approval perspective (ie. separate application for each phase), zoning compliance would need to be demonstrated for each phase.	The current parking strategy for the Site continues to propose that all Site-related parking be accommodated within the Site boundary, consistent with the previous submission. This is further demonstrated in the updated architectural plans provided in Appendix A. This is intended to provide flexibility for the entire FCR Lands and not preclude any future changes which may occur on these lands.	<b>BA</b>
16	Staff would encourage the applicant to review Sections 5.8.1 & 5.8.2 of the 2023 Zoning By-law. These sections include further requirements with respect to bicycle parking space design and location and minimum dimensions.	<b>BA:</b> Noted.  <b>SVN:</b> Horizontal bike parking spaces and covered short-term bikes were added in the site plan as per sections 5.6.1 and 5.8.2.  See Sheet No. <b>A 101, A 201, A 202.</b>	<b>BA/SVN</b>
17	Transit staff have noted that Route 99 currently operates at or very close to capacity at almost all times of day and that there are no plans currently to increase frequency. It is noted proposed developments within this area will add increased pressure to this route and that a future budget request will need to be brought forward to Council to increase frequency to support this growth.	Noted.	<b>BA</b>

No.	Comments	Response	Responsibility
18	Staff note that while there are a handful of transit and active transportation improvements planned for the surrounding lands further to what is referenced in this study and outlined in the Guelph Transit Future Ready Action Plan and the City's Transportation Master Plan, the timelines for implementation are subject to change and are dependent on Council confirming or adjusting budget.	Noted.	BA
19	Staff note that prior to approving the 2023 Zoning By-law, Council amended the minimum parking rate for apartment buildings from what was recommended by staff to align with the apartment building parking rate in the 1995 Zoning By-law.	Noted. The parking strategy outlined in Section 7.4 proposes to adopt the parking rates provided in Zoning By-law (2023)-20790 for Mixed Use Buildings for all development blocks located on the Site, in addition to the non-residential requirements stipulated for multi-unit, commercial buildings provided in the Zoning By-law.	BA
<b>Community Engagement Report</b>			
20	Staff reviewed the Neighbourhood Information Meeting Report. Please update the report to include a brief overview of the proposal as presented at the November 28, 2023 open house/ meeting, and discuss refinements made to the proposal further to comments heard at the neighbourhood meeting.	Report has been updated to include the overview of the proposal as presented at the November 28, 2023 open house, and highlights refinements made to the proposal which address comments heard.	Bousfields
<b>Planning Justification Report and Amending By-Law</b>			
<b>Streetscape &amp; Pedestrian Amenities</b>			
21	Section 2.4 states a site-specific zoning by-law amendment is required to allow for the continuation of existing uses on the western portion of the site. Please clarify. Note: all existing uses should conform with the 1995 Zoning By-law.	1995 Zoning By-law amendment is no longer required. The Draft ZBA for the 2023 Zoning-By maintains the existing CMUC zone and uses with site specific modifications to accommodate the development and address areas of outstanding appeal to the new Zoning By-law.	MHBC
22	Staff are generally satisfied with the Affordable Housing Strategy included in Section 2.8 but would encourage further reference to the latest copy of the City of Guelph's Growth Monitoring and Affordable Housing Report to further justify the proposed density on the site, specifically Section 4.4 and 5.3 of the latest Report	The latest Growth Monitoring and Affordable Housing Report, provided with the May 31, 2024 Information Report have been reviewed and included in Section 2.8 of the Planning Justification Report, and focused on through Sections 4.4 and 5.3.	MHBC
23	It is noted in the PJR that geothermal is proposed for this site. If this is the case, please speak to this further in the report and within the CEI letter.	The CEI letter has been updated to include a section on geothermal energy.	MHBC
24	As an OPA is required for the proposed development, include discussion that addresses Section 1.3.14 of the Official Plan.	Appendix 6 (Previously Appendix 5) – Policy Assessment Table, of the Planning Justification Report has been revised to include analysis of Section 1.3.14 of the Guelph Official Plan. Please see revised Planning Justification Report provided with this resubmission.	MHBC
25	As it relates to the subject lands, 'concept plan' within Section 3.6 of the Official Plan refers to the City's Urban Design Concept Plans – Community Nodes Volume 3, Gordon/Clair concept plan (please refer to Landscape Planning's comments from the DRC meeting).	Additional justification relating to Section 3.6.10 of the Official Plan, has been provided in the Policy Assessment Table, as appendix 5 to the Planning Justification Report.	MHBC

No.	Comments	Response	Responsibility
26	Include discussion as to how the proposal addresses Section 4.7 of the Official Plan with reference to the CEI letter.	Appendix 6 (Previously Appendix 5) – Policy Assessment Table, of the Planning Justification Report has been revised to include analysis of Section 4.7 of the Guelph Official Plan with reference to the CEI Letter. Please see revised Planning Justification Report provided with this resubmission.	MHBC
27	Provide further discussion as to how certain Official Plan policies, ie. policies in Section 8.9.1 and 9.3.1.1 are being achieved. For instance, instead of stating a report was completed to ensure compatibility (ie. Sun/Shadow Study), please provide a high-level summary in the PJR as to how the report demonstrates this and how the proposal satisfies the policy either within the Detailed Policy Analysis Section (Appendix 5) or within Section 2.5.	Appendix 6 (Previously Appendix 5) – Policy Assessment Table, of the Planning Justification Report has been revised to include additional justification and analysis of sun/shadow study. Please see revised Planning Justification Report provided with this resubmission.	MHBC
<b>Draft OPA</b>			
28	The details section of the Proposed Amendment appears to be referencing the incorrect policy (Part III, subsection 5.3.2 (d) (i) and (ii) referenced, appears it should be referencing Section 9.4.3.19 (ii)). Please revise.	Draft OPA has been revised to correctly reference Section 9.4.3.19 (ii).	MHBC
29	The details section of the Proposed Amendment appears to be referencing the incorrect policy (Part III, subsection 5.3.2 (d) (i) and (ii) referenced, appears it should be referencing Section 9.4.3.19 (iii)). Please revise.	The Details section of the draft OPA has been updated to provide further description of the overall site and the development area.	MHBC
<b>Site Specific Zoning Regulations (2023 Zoning By-law)</b>			
30	Maximum Lot Area – Assuming the entire property remains as 1 parcel/1 lot, a site-specific provision is to be included for the maximum lot area as the overall lot area is greater than the maximum permitted for the CMUC zone.	Maximum Lot Area provisions has been added noting a maximum lot area of 53,860 m <sup>2</sup> is permitted. This is the area from the total site, less the 1,800 m <sup>2</sup> parkland dedication. Please see revised draft ZBA provided with this resubmission.	MHBC
31	Buffer Strips – Rather than revising the definition of buffer strip, suggest removing the requirement that a buffer strip be provided for this zone along the interior side yard and rear yard as staff are of the opinion one isn't required based on the proposed development concept and there being no other lots (besides the future municipal park) abutting this parcel (parcel separated by roads).	Draft ZBA has been revised the remove the requirement for a Buffer Strip requirements. Please see revised draft ZBA provided with this resubmission.	MHBC
32	Minimum Building Height – Rather than establishing a new site-specific minimum building height, clarify that this regulation shall not apply to buildings that existed prior to the effective date of By-law (2023)-20790 on lands zoned CMUC-XX.	Draft ZBA has been revised to remove minimum height requirements of existing and new non-residential buildings. This will allow for the plaza to continue to operate and function should new tenants be obtained, until a time it is redeveloped. Please see revised draft ZBA provided with this resubmission.	MHBC

No.	Comments	Response	Responsibility
33	Maximum Building Height – As noted in Section 4.14.1 of the Zoning By-law, the height restrictions within this By-law do not apply to rooftop mechanicals. Rooftop mechanicals do however need to meet the requirements set out in Section 4.14.5 in terms of setback from building edge and screening. Are you referring to Section 4.14.1 of the By-law or something else? Please clarify.	The draft ZBA has revised the height provision as it is not required. Please see revised draft ZBA provided with this resubmission.	MHBC
34	Maximum Floor Plate Size – Based on what is noted in the Urban Design Brief, it is Staff's understanding that the request to permit an increased maximum floor plate size of 1,700m <sup>2</sup> whereas 1,200m <sup>2</sup> is permitted for the 7th & 8th storeys applies only to Building B and that this is because the individual floorplates of either tower are being summed together but if the two towers within Building B were looked at individually, they would achieve the maximum floor plate size individually. Please confirm.	<b>MHBC:</b> The draft ZBA has been revised to remove the floor plate requirement as it is not required. The floor plate size is compliant with the CMUC provisions. Please see revised draft ZBA provided with this resubmission.  <b>Bousfields:</b> As outlined on page 34 of the Urban Design Brief, together, the combined floorplate areas of Buildings B1 and B2 exceed the permitted 1,200 square metres for Levels 7 and 8 and 1,000 square metres for Levels 9 through 14. However, individually, the proposed floorplate areas for the upper floors of each Building B1 and B2 are well below the permitted maximum areas listed in Zoning By-law 2023 and are spatially separated in compliance with the zoning requirements as well.	MHBC/ Bousfields
35	Common Amenity Area (Minimum) – Staff have concerns with the amount of common amenity area proposed (11m <sup>2</sup> /unit). Staff are also not supportive of an exemption to exceed the length to width ratio for common amenity areas. Please look for ways to increase the common amenity area for the site (ie. through the provision of additional indoor common amenity space). Please refer to Urban Design and Landscape Planning comments.	<b>MHBC:</b> Per discussions with staff, it has been agreed to revise the Common Amenity Area definition to include private balcony and terrace floor area. This revisions provides a better understanding of the full scope of amenity space provided for the development. In addition to the provided amenity spaces, 1,800 m <sup>2</sup> park is being dedicated to the City. This park will also service the future residents of the proposed development. Through various revisions to the amenity area, a total of 17.1 m <sup>2</sup> per unit of amenity spaces is provided. Please see revised draft ZBA provided with this resubmission.	MHBC
36	Angular Planes – As noted by Urban Design Staff, the angular planes are not being measured from the correct locations in the Urban Design Brief (to be measured from center line of road and from lot line abutting the park). The Urban Design Brief only looks at the proposed development from Poppy Drive and Hawkins Drive from the opposite side of the street. Please include additional details in the PJR and Urban Design Brief that speaks to and provides additional justification for the proposed angular planes.	<b>MHBC:</b> The angular planes have been revised to be measured from the correct locations (center line of road and from lot line abutting the park). Further clarification with respect to the angular planes has been provided in the Urban Design Brief prepared by Bousfields.  <b>Bousfields:</b> The evaluation of the proposed transition through the application of angular planes has been further justified on pages 38 and 39 of the Urban Design Brief. Further, additional angular planes have been added to the transition figures (Figures 10 and 11 on pages 40 and 41) in the Urban Design Brief. Angular planes and their locations of origin have been updated as required.	MHBC/Bousfields
37	Off-Street Parking  o Provide an increased parking rate for the non-residential uses (in line with the parking rates in the 2023 Zoning By-law for the "multi-unit building, commercial" use), and an increased parking rate for residential dwelling units in line with the residential mixed use parking rate included in the 2023 Zoning By-law.  o A specific regulation was included in the draft Zoning By-law to require parking spaces be setback 5.5m of a lot line of a corner lot of any intersections of a street, public. Is this in reference to proposed underground parking spaces? Please clarify.	<b>BA:</b> Parking rates for residential and non-residential uses on the Site have been updated to reflect requirements for mixed use buildings and multi-unit, commercial uses, respectively. Please see Sections 7.4 and 7.5 of this report for more information.  <b>MHBC:</b> Through discussions with staff, the overall residential parking rate for the proposed development has been increase to 1.0 occupant space per unit and 0.1 visitor space per unit. The commercial parking rate has also been increased to the incremental Multi-Unit Building rate (0 spaces for the first 500 m <sup>2</sup> , 3.5 spaces per 100 m <sup>2</sup> for GFA between 500 m <sup>2</sup> and 5,000 m <sup>2</sup> ). We have removed this provision as the private driveway abutting Hawkins Drive is greater than 15 metres from the intersection of Hawkins Drive and Clair Road East.	MHBC/BA

No.	Comments	Response	Responsibility
38	Visitor Parking (Location) – Please note there is no requirement in the 2023 Zoning By-law stating that visitor parking spaces must be located at grade. A specialized regulation would not be required to permit what is proposed.	<p>The provisions specifically regarding Visitor parking location has been removed per request.</p> <p>We have maintained the shared parking provision which also not above and below grade for added clarity.</p>	MHBC
39	Severability Provision – Please note, by including the severability provision, several items included in the proposed draft Zoning By-law would not be required, ie. required residential parking can be provided for on all lands zoned CMUC-XX, etc.	Noted. We continue to provide the severability provisions with the revised draft ZBA and have removed any provisions that were not required as a result. Please see revised draft ZBA provided with this resubmission.	MHBC
40	Overlay Mapping (B-13) – (NOTE) The B-13 overlay mapping in the 2023 Zoning By-law shows Low Density residential extending onto the subject lands, this appears to be a mapping error and should be corrected.	This overlay is a mapping error with Schedule B-13 in the zoning by-law, as confirmed with City staff. As such, a schedule has been included with the Draft ZBA to remove the Low Density overlay to correct this mapping error.	MHBC
<b>Site Specific Zoning Regulations (1995 Zoning By-law)</b>			
41	Permitted Uses: A specialized CC-XX zone for the overall site appears to be more appropriate for this overall site, with apartment building & mixed-use building being added as permitted uses.	Draft ZBA for 1995 Zoning By-law is no longer required.	MHBC
<b>General Site Layout Considerations</b>			
42	Further to the planned transit route changes set out in the Guelph Transit Future Ready Action Plan (GTRAP), and the introduction of a new planned core route 96 that would service the site directly on Poppy Drive E, staff would encourage the provision of a more direct connection from the proposed buildings to this area of the site.	The woonerf provides a strong pedestrian connection through the site connecting to Poppy Drive East. Provisions to further strengthen this connection (wayfinding etc.) will be explored during site plan.	FCR
<b>Summary</b>			

No.	Comments	Response	Responsibility
	Generally speaking, Planning staff are supportive of the proposed redevelopment of this site as it aligns with the City's vision and objective for Strategic Growth Areas as set out in the Official Plan, however staff are concerned some elements to support the proposed increased density are not sufficient, ie. reduction of common amenity space, reduction of required parking, etc.	<p><b>BA:</b> Please see Sections 7.4 and 7.5 of this report for more information regarding the updated parking strategy and proposed parking supply for the Site.</p> <p><b>MHBC:</b> Thank you for the support. Our team has had various discussions with Planning staff with respect to the various aspects (i.e. parking, density, common amenity areas, etc.) and have revised the Zoning By-law and provided additional justification in support of this application. We trust the additional justification from the various expert consultants in addition to the shifts in design have provided sufficient justification to move this application to an approval by City staff.</p>	<b>BA/ MHBC</b>
	Planning staff would strongly encourage locating additional at-grade commercial GFA within Building B (Phase 2) along the Farley Drive private road extension.	<p><b>MHBC:</b> An additional 342.5 m<sup>2</sup> has been provided along Farley Drive, increasing the total amount of ground floor commercial area provided to 2,120 m<sup>2</sup>.</p> <p><b>SVN:</b> Building B has been updated to include an at-grade commercial space along Farley Drive Ext.</p> <p>See Sheet No. <b>A201</b>.</p>	<b>SVN/MHBC</b>
	Note: Enclosed/appended to these comments is the approved site plan on file for this property. There are some minor discrepancies with respect to overall commercial GFA, site areas, etc.	Noted.	<b>ALL</b>
<b>URBAN DESIGN AND LANDSCAPE COMMENTS (dated: February, 2024)</b>			
<b>Prerit Kaji, Urban Design Planner &amp; Rory Templeton, Landscape Planner</b>			
<b>Background</b>			
	Urban Design policies from the Official Plan were reviewed. The City has approved the Built Form Standards for Mid-rise Buildings and Townhouses. The comments below also reflect the review of these documents.		
<b>Urban Design Brief Comments</b>			
<b>1</b>	<p>Page 31 – Development concept, Site Design</p> <ul style="list-style-type: none"> <li>Elaborate on the common amenity area provided at grade within phase 2, between building B1 and B2 along the Farley Drive private road extension. Staff would like to understand the justification of providing CA space externally facing on the Farley Drive private road extension vs. internally facing the 'woonerf'.</li> <li>Elaborate on the confluence of the east-west street and the proposed north-south 'woonerf'. This appears to be an important intersecting space that includes the mixing of users, functional spaces, art, materials/forms and other street assets.</li> </ul>	<p><b>Bousfields:</b> See pages 30 to 31 of the updated Urban Design Brief for further rationale on the importance of the area of intersection of the proposed Woonerf and the east-west private driveway. Also further justified on pages 30-31 is the orientation of Building B1/B2 and the decision to locate open space/amenity elements along each the Farley Drive extension/private driveway and the proposed Woonerf.</p> <p><b>SVN:</b> Building B was strategically positioned with its courtyard facing Farley Dr Ext. to maximize sun exposure in the ground-level courtyard, and quality of unit interiors.</p> <p>See Sheet No. <b>A 101</b>.</p>	<b>Bousfields/SVN</b>



No.	Comments	Response	Responsibility
2	<p>Page 33 – Development concept, Built Form</p> <ul style="list-style-type: none"> <li>• Provide justification for increased floorplate size for Level 7,8,9,10 of Building B as provided in the project overview sheet in contrast to the expectation from Zoning By-law 2023.</li> <li>• Provide justification on reduced tower setback in proposed development.</li> </ul>	<p><b>Bousfields:</b> As outlined on page 34 of the Urban Design Brief, together, the combined floorplate areas of Buildings B1 and B2 exceed the permitted 1,200 square metres for Levels 7 and 8 and 1,000 square metres for Levels 9 through 14. However, individually, the proposed floorplate areas for the upper floors of each Building B1 and B2 are well below the permitted maximum areas listed in Zoning By-law 2023 and are spatially separated in compliance with the zoning requirements as well. With respect to the proposed tower setbacks, the westerly setbacks of the upper portions of Buildings A and C have been increased to 3.0 metres as requested by Staff. The other setbacks above each podium range from 1.5 metres to 3.0 metres, but in all instances provide appropriate separation to proposed, surrounding existing and potential future built form. Spatial separation between forms supports the appropriate setbacks above base buildings and minimizing the mass of each building from a pedestrian perception perspective. Proposed application of materials further strengthens the differentiation between the lower and upper elements of the proposed built form at each building, as described in the Urban Design Brief on pages 44 to 45.</p>	Bousfields
3	<p>Page 35 – Development concept, Building C &amp; D</p> <ul style="list-style-type: none"> <li>• Elaborate on the function of the common amenity area between buildings C &amp; D. Justify the nature of the use of this area and its placement within the central plaza space which is a potential gateway for pedestrians to enter the site from Clair Road East further connecting to the 'woonerf'. Alternatively, the entire space could be publicly accessible with no common amenity and provide further opportunities for commercial units to face onto and take advantage of this outdoor real estate. Discussion with City staff is recommended prior to further development</li> </ul>	<p><b>Bousfields:</b> As demonstrated in the updated architectural plans, and subsequently updated in the Urban Design Brief, the common amenity space shown between Buildings C and D has been removed, making the entire area between the two buildings publicly accessible, in accordance with the second portion of this comment.</p> <p><b>SVN:</b> Outdoor amenity areas have been removed between buildings C and D. This is now a public plaza. Additional tree planting has been provided.</p> <p>See Sheet No. <b>A 201</b>.</p>	SVN/Bousfields
4	<p>Page 38-40 – Transitions &amp; Angular Planes</p> <ul style="list-style-type: none"> <li>• Angular planes are not being measured from the correct locations. Further to what is set out in the Zoning By-law, angular planes are to be measured from center line of road, and from the lot line abutting the park. Furthermore, this brief only looks at the proposed redevelopment from Poppy Drive and Hawkins Drive from the opposite side of the street.</li> </ul>	<p><b>MHBC:</b> Angular plane measurements have been adjusted to be measured from the correct locations. Poppy Drive and Hawkins Drive were focused review areas due to the residential and stormwater management land uses on the opposite side of Poppy and Hawkins respectively.</p> <p>To the north is Clair Road with a commercial plaza across the street. Based on our angular plane measurements from the Site Plan drawings, minimal shadow impacts will be observed by the plaza to the north. To the west is the existing commercial development owned by the developers, the commercial land uses are buffered by the Farley Drive extension, but to do have east-west road connections. Based on the shadow study, there is minimal impact to the existing commercial lands. Overall, the proposed development fits in with the surrounding context and has been designed in a manner that is sensitive to the surrounding area land uses.</p> <p><b>Bousfields:</b> The evaluation of the proposed transition through the application of angular planes has been further justified on pages 38 and 39 of the Urban Design Brief. Further, additional angular planes have been added to the transition figures (Figures 10 and 11 on pages 40 and 41) in the Urban Design Brief. Angular planes and their locations of origin have been updated as required.</p> <p><b>SVN:</b> Angular planes updated. See Sheet No. <b>A 403</b>.</p>	SVN/MHBC/Bousfields

No.	Comments	Response	Responsibility
5	<p>Page 41 – Development concept, Access, Circulation, Parking, Loading and Storage</p> <ul style="list-style-type: none"> <li>Staff appreciates the effort and thought behind developing a ‘woonerf’ within the project area. To further strengthen the functioning of the ‘woonerf’ and corresponding pedestrian circulation, staff would like the applicant to consider possibilities of reducing and limiting vehicular circulation within the site by providing alternate location of access to underground parking and loading bays.</li> <li>Provide an overview of the current status of on-street parking along the major streets adjacent to the site, summarize any changes required as a result of the proposed redevelopment and discuss the potential impact of it on the proposed development (ie. park use, visitor parking, etc).</li> </ul>	<p><b>BA:</b> The private street system and related elements balance connectivity, relation to building entrance, short-term / long-term parking needs, loading needs, and the ability to phase individual buildings. These shared purposes in a traffic calmed are inherent to woonerf design. As currently designed, the internal street system also allows for the flexible programming of the street system for events while allowing for redundancy and distributed access to the surrounding road network.</p> <p>An overview on on-street parking regulations along the major streets adjacent to the site is provided in Section 5.1.1. At this time changes to on-street parking regulations are not considered to be required as part of this proposed development.</p> <p><b>Bousfields:</b> To reduce the impact of vehicles on the proposed Woonerf, the vehicular access points to Buildings A and B have been recessed within the building. Alternative locations for the access to parking and loading were studied but were not further incorporated into the design of the proposal due to resulting programmatic challenges. It is our opinion however, as indicated on page 42 of the Urban Design Brief, that the location proposed for parking, loading, and servicing access to these buildings have strategically been located to allow for the woonerf to periodically be closed to vehicles while still providing access to such spaces via the east-west driveway. With respect to existing on-street parking on major streets adjacent to the subject site and potential impacts from the proposed development, information has been added to the Urban Design Brief on page 42.</p>	BA/Bousfields
6	<p>Page 43 – Development concept, Material, and Architectural treatment</p> <ul style="list-style-type: none"> <li>Emphasize how materials and architectural treatment are used as a medium for enhancing the vertical separation of uses like commercial from residential.</li> </ul>	<p><b>Bousfields:</b> Updated language has been provided on pages 44 and 45 of the Urban Design Brief describing the material application and the architectural intent associated with the proposal. Precedent imagery continues to be shown in the Urban Design Brief (see pages 46 and 47) demonstrating the colours, styles, and types of materials to be incorporated.</p> <p><b>SVN:</b> Façade - The ground floor reads as a solid base featuring arched openings with metal infill panels for the commercial areas along Clair Rd E. Acknowledging final material selections will occur at the SPA stage, the townhouses are intended to have a glazed brick facade with punched openings and inset balconies, while the towers read lighter with metal facade panels and projecting balconies.</p> <p>Landscape - Differences in paving treatments between woonerf, common amenity spaces, and townhome frontages to distinguish residential from commercial and public spaces.</p>	SVN/Bousfields

No.	Comments	Response	Responsibility
7	<p>Page 46 – Microclimate Wind and Shadows</p> <ul style="list-style-type: none"> <li>Elaborate on the impact of wind on the common amenity area between buildings C and D along with mitigation measures to make it an open public place like the central plaza.</li> <li>Elaborate the impact of shadows, if the common amenity space between buildings B1 and B2 if it is flipped and turned to face the 'woonerf'.</li> </ul>	<p><b>Bousfields:</b> A detailed description of the built form impacts has been included in the Urban Design Brief on pages 48 to 50. In particular, a more detailed analysis of the Shadow Study prepared by SvN has been included in the updated Urban Design Brief.</p> <p><b>RWDI:</b> Area between Buildings C and D is no longer proposed as common amenity. The proposed landscaping, which was not included in the wind-tunnel modelling, is expected to improve the wind conditions on and around the site, especially in the summer. As a result, improved and suitable wind conditions are now predicted along the public plaza between Buildings C and D</p>	RWDI/Bousfields
<b>Comments on the Submitted Development Concept</b>			
<b>Site Plan</b>			
8	Staff would like to explore the possibility of extending commercial uses along the Farley Drive private road extension, which can be shared with the future redevelopment of the lands to the west when they are ultimately redeveloped. It is important to strengthen the 'main street area' as described in the City's Community Nodes, Urban Design Manual.	<p><b>MHBC:</b> An additional 342.5 m<sup>2</sup> has been provided along Farley Drive, increasing the total amount of ground floor commercial area provided to 2,120 m<sup>2</sup>.</p> <p><b>SVN:</b> Commercial area has been added at-grade in Building B along Farley Dr Ext. See Sheet No. <b>A 201</b>.</p>	SVN/MHBC
9	Staff appreciates the idea of developing a 'woonerf' within the site and the emphasis on pedestrian circulation. It would be ideal to strengthen it further by reducing and limiting vehicular circulation through the 'woonerf' via Poppy Drive East. This opportunity is currently challenged due to the placement of loading/ storage areas and the access to underground parking. Staff encourage opportunities for relocating the loading areas and access to underground parking along the west-east access connecting the Farley Drive private road extension and Hawkins Drive and minimizing vehicular circulation along the 'woonerf'. City staff understand there may be other unintended consequences with this alternative design, and we would encourage further discussions.	<p><b>BA:</b> The updated architectural plans provided in Appendix A continue to demonstrate some loading / storage areas along the north-south street. The distribution of loading and parking accesses is required to address building needs and phased development of the Site. The proposed plan provides a balance of consolidate parking and loading, while also providing flexibility in the programming of the entire private street network and open space and allowing for redundant and distributed site access for all modes.</p> <p><b>SVN:</b> Loading areas for buildings A and B along with access to underground parking for both buildings have been set back 3 meters from the edge of the woonerf to enhance pedestrian experience. See Sheet No. <b>A 201</b>.</p>	SVN/BA
10	Staff appreciate the idea of prioritizing pedestrian circulation at the intersection crossing for the east-west private road and 'woonerf', however, staff would require careful design considerations to ensure the AODA standards are met. This may require the E-W private road to be gradually sloped to meet the intersection, instead of a sudden ramp to reach the intersection. Please note, Accessibility staff do not support 'bumps' in the road that could be uncomfortable for someone with a back issue to traverse in a vehicle. Defining vehicles from pedestrians should be done through bollards as well as TWSI's, and other AODA measures.	<p><b>BA:</b> Noted. Subsequent site plan applications are expected to continue to demonstrate traffic calming measures with consideration for accessibility needs across the Site.</p>	BA

No.	Comments	Response	Responsibility
11	Understanding that the current plan shows a dedicated right turn lane at the intersection of the 'Main Street' and Clair Road East, please consider options for on-street layby parking fronting Tower C (along the Farley Drive private road extension) to support commercial uses.	<b>BA:</b> Review of the current configuration at the Clair Road East / Farley Drive intersection indicates that the south approach currently operates with a dedicated left-turn lane as well as a through-right turn lane. As such, and in consideration of its proximity to the intersection, layby parking is not considered appropriate at this location. Notwithstanding, layby parking is considered along the east curb of Farley Drive (private) south of its intersection with the internal east-west street, as demonstrated in the updated architectural plans provided in Appendix A.	<b>BA</b>
12	Staff would like increased tower setback of 3m for Towers A and C along the 'woonerf', to help in relaxing the perception of tall towers for pedestrians and residents.	<b>Bousfields:</b> As demonstrated in the updated architectural plans, and subsequently updated in the Urban Design Brief, the upper portions of Buildings A and C are set back 3.0 metres from the west above the podium base building in accordance with this request.  <b>SVN:</b> The step-backs for Towers A and C have been increased to 3m along the Woonerf. See Sheet No. <b>A 104</b> .	<b>SVN/Bousfields</b>
<b>Common Amenity</b>			
13	Staff appreciate the quality of public open spaces and common amenity areas achieved through thoughtful planning and design. Further discussion and consideration of the location and programming of the proposed CA spaces may be required to ensure they meet the City's Noise Guidelines for outdoor amenity spaces. Staff are not supportive of noise mitigation that includes high acoustic walls along public streets that could impede views into/out of the development or CPTED principles of good site design.	Noted. During the detailed design stage (SPA) programming of these sapces will be confirmed and we will ensure noise guidelines are met without the implementation of unacceptable mitigation measures. At this stage, mitgation measures have been proposed for potential uses which align with these comments.	<b>FCR</b>
14	Staff would like additional details to understand the pedestrian circulation required to access the outdoor common amenity areas for buildings A & B. Further details/ consideration appears to be needed for how the outdoor at grade CA spaces will be accessed by residents but also be clearly identified as being for the use of residents only. Please note, it is not required to physically separate CA and public spaces. In a setting where a CA space abuts a public space, like the proposed park, often City approved Demarcation Markers are adequate to delineate ownership. In other areas, fencing may be preferred if a higher level of security is required. Often simple signage can help clarify private and public spaces if there is a concern.	All outdoor amenity area areas are accessed from within the buildings either from an indoor amenity area or a corridor.  We're indicating a 1.8m high glazed acoustic wall for the building B courtyard (based on the noise study) and a 1.2m high metal screen between the parkland dedication and play area in the building A courtyard.  See Sheet No. <b>A 201</b> .	<b>SVN</b>
15	Staff would like to explore the opportunity of flipping the CA space of building B along the 'woonerf'. This can be beneficial in developing a community driven public space with pedestrian-prioritized circulation with the idea of eyes on the street (larger open space). Such an arrangement will also benefit in developing the extended commercial frontage along the Farley Drive private road extension.	We considered the possibility of flipping Building B, but shadow studies showed significant shading in the courtyard, making it a challenge to meet the required Sun Access Factor, and creating a less than ideal environment for interior of suites.	<b>SVN</b>
16	Staff would encourage the applicant to develop a variety of different programmed common amenity spaces at Level 7 for each building, especially if all roof tops are accessible by all development residents. Instead of similar configurations of raised planter beds and BBQ pits as represented in amenity plan drawings, consider - entertainment space, exercise area/yoga, tabletennis/shuffle board, fire pit, etc. designed with acceptable mitigation measures to make such CA spaces usable and efficient, as suggested based on findings of wind study and noise study.	We have explored potential amenity options, which was shared with the city without predjudice to demonstrate the overall quality of the amenity spaces being provided. The final amenity programming and detailed design of these spaces is something that will typically occur at the detailed design (SPA) stage.	<b>FCR</b>

No.	Comments	Response	Responsibility
17	Staff does not see much potential use for the proposed outdoor CA spaces between Buildings C & D. Though they appear to be connected to the indoor CA spaces they appear to be quite small. It would be ideal to open the central public plaza for continuous pedestrian movement without any obstruction of physical elements like a privacy fence which would also hinder the public view.	All outdoor amenities at the ground level between buildings C and D have been removed and replaced by a public plaza.	SVN
18	Please note, CA spaces that exceed the 4:1 ratio will not be supported, but the applicant is encouraged to include all areas that meet the definition of Common Amenity as per the Zoning By-law.	The definition of Common Amenity has been revised to include all areas that have been determined to satisfy this requirement.	MHBC
19	Based on the current proposal the CA space required would be 14,420 sq.m. Staff don't believe a strong justification for a reduction of 40% has been presented; and given that the City Built Form Standards state that 'a reduction will only be supported by staff for those proposed developments along intensification corridors within 500m walking distance of a park with a minimum size of 1 hectare, it is currently not possible for staff to support such a significant reduction as proposed.	Per our meeting on April 19th, a detailed presentation was undertaken by our architects to City staff explaining the various amenity areas and general programming anticipated for the areas to fully understand how the amenity will function and the interplay between the outdoor spaces as well as the indoor/outdoor functionality. Based on our continued collaboration with City staff, we believe that we are all in agreement that the amenity space as presented in this resubmission is appropriate for the proposed development.	MHBC
<b>Sun Shadow Study</b>			
20	Based on findings of Solar study provided in Urban Design brief, further detailed analysis through the calculation of resultant Sun Access Factor for each residential amenity space during the required test times is needed.	<p><b>Bousfields:</b> A detailed description of the built form impacts has been included in the Urban Design Brief on pages 48 to 50. In particular, a more detailed analysis of the Shadow Study prepared by SvN has been included in the updated Urban Design Brief.</p> <p><b>SVN:</b> Sun Access Factor calculations have been provided in the Shadow Study TOR Report.</p>	SVN/Bousfields
21	The study will need to be further revised to assess the impact of shadows if the CA space for Building B is flipped and provided along the 'Woonerf'.	As stated in earlier comments, due to lighting impacts we opted to maintain the courtyard configuration.	FCR
<b>Pedestrian Wind Assessment</b>			

No.	Comments	Response	Responsibility
22	This study states: "Suitable wind conditions are generally expected in the summer for outdoor amenity spaces at grade, except the area between Towers C and D, where wind speeds are higher than desired for passive activities." Please provide mitigative measures to ensure the proposed central open space remain effective for comfortable gathering of people.	This area is no longer proposed as outdoor amenity space.	RWDI
23	This study states: "Wind speeds conducive to the intended pedestrian use are expected at all Level 7 outdoor amenities during the summer, with higher than-desired wind speeds expected around the northeast corners of Towers C and D." Please provide mitigative measures to make these areas more usable, and where not possible, ensure that the proposed programming is compatible with the conclusions of the wind study.	The proposed landscaping, which was not included in the wind-tunnel modelling, is expected to improve the wind conditions on and around the site, especially in the summer. As a result, improved and suitable wind conditions are now predicted along the public plaza between Buildings C and D	RWDI
24	Please provide mitigative measures to help with comfort levels along the east-west street during the winter months – from walking to standing, by lobbies and outdoor waiting spaces (figure 2B)	The main entrances to Buildings C and D are recessed, and the main entrances to Buildings A and B1 are protected by the proposed corner canopies and landscaping. Suitable wind conditions are predicted for these entrances throughout the year.	RWDI
<b>Trees and Landscaping</b>			
25	The TIPP and Report by Kuntz Forestry Consulting, dated November 29, 2023 is supportable.	Noted.	SVN L
26	The 3 metre setback along Clair Road for commercial space at-grade is strongly supported, however, integrating some soft surfaces within this setback for planting beds, trees in open planters, sod, etc., would be preferred. The proposed pavers and trees within tree grates has a very 'downtown' feel that may not be justified for this setting.	Noted. Trees in open planters have been provided.  See Sheet No. L-100, L-500, L-600.	SVN L
27	In general, public ROW boulevards should consist of sod and trees in open planting beds (ie. Clair, Hawkins, Poppy). A more 'urban' cross-section along the 'main street' that includes more hard surface within the boulevard could be supported for a portion that is fronted by commercial uses, however the majority of City street cross sections outside the downtown, have sodded boulevards with trees every 10-12 metres.	Noted. Sodded planting beds and 10-12m spaced trees have been provided along the overall streetscape design where possible.  See Sheet No. L-100, L-500, L-600.	SVN L
28	Please consider adding more soft surfaces on private lands along Hawkins and Poppy, fronting the townhouses. Having a more traditional 'front yard' along these residential oriented streets seems a better fit. A stronger objective to 'greening' the development as per the guidance provided in the City's Built Form Standards documents, is encouraged.	Noted. Landscape frontages has been expanded and increased to comply in this zone.  See Sheet No. L-100, L-500, L-600.	SVN L
29	Landscape material upgrades such as concrete pavers are supported as they can create visual interest by adding colour and texture that breaks up larger hard surface areas, as well as can be used for wayfinding measures and user priorities, however, please ensure to specify products that have minimal chamfered edges within pedestrian zones to meet accessibility standards of the AODA	Noted. Will be considered for future submissions that require detailed design.	SNV L
30	When designing CAS at-grade, consider programming needs for residents with dogs (dog runs, dog relief areas, etc), accessibility needs (inclusive design).	Noted. Will be considered for future submissions that require detailed design.	SVN

No.	Comments	Response	Responsibility
31	To support the City's 'One Canopy' Strategy and achieve the goal of 40 percent canopy cover in Guelph, further focus on new tree opportunities is encouraged. Staff request revisiting the design of all streets to incorporate greater opportunities for street trees, especially along the 'main street' and frontages that include townhouses (ie. trees on private property – one tree for every two townhouses, etc.).	Noted. New trees where added to townhome frontages, outdoor amenities and streetscape since previous submission.  See Sheet No. L-500, L-600.	SVN L
32	Staff appreciate the proposed Soils Plan – and would support further consideration for soil volumes in other areas that achieve the City's Tree Technical Manual requirements.	Noted, and provided with resubmission.	SVN L
12	LID measures are strongly encouraged such as rain gardens, bioswales, etc. that provide habitat and food for native insects and birds.	Noted, and provided with resubmission.	SVN L
13	A minimum of 1 tree and 5 shrubs must be planted for every 45m2 of required landscaped area to ensure sufficient vegetative cover for pedestrian comfort and stormwater management.	Noted. New trees and shrubs where provided on the planting areas to meet the requirement. Refer to L500 soil volume plan and L600 Planting plan.  See Sheet No. L-500, L-600.	SVN L
<b>Site Plan Issues (As a part of the site plan process, further detailed comments will be discussed including:)</b>			
	When considering the location of utilities such as hydro transformers, locations that are not fronting onto the public right of way, proposed public park, common amenity areas, Clair Road in particular. A utility plan will be required as part of the site plan application	Noted.	
	Garbage storage and functionality that does not hinder outdoor common amenity spaces and programming	Noted.	
	Planting adjacent and within the parking areas are to be proportioned to accommodate soil volumes required for medium sized trees, as per the Tree Technical Manual.	Provided.  See Sheet No. L-500.	SVN
	Accessibility related details to demonstrate conformity with the AODA.	Noted.	
	Programed outdoor common amenity areas for Level 7 for each building.	Noted.	
	Street furniture such as short-term bicycle parking, benches etc.	Provided.  See Sheet No. L-100.	SVN
	Keep in mind bird-friendliness strategies in the design of the elevations.	Noted.	
	Rooftop mechanical screening details.	Noted.	
	Architectural details	Noted.	
	Continued encouragement of LID systems.	Provided.  See Sheet No. L-100, L-500, L-600.	SVN
	Sustainable Development Checklist, will be required as part of the site plan process.	Noted.	
<b>ENVIRONMENTAL PLANNING COMMENTS (dated: February, 2024)</b>			
<b>Ryan Hamelin, Environmental Planner</b>			

No.	Comments	Response	Responsibility
1	<p>The proposed pre- vs. post-construction water balance is not clearly presented. However, based on the Functional Servicing &amp; Stormwater Management Report, including Appendix G, it seems that a substantial reduction in infiltration is proposed. Reductions in infiltration or corresponding increases in run-off must be avoided through site design. As noted in the DRC comments provided by the City, the subject property is in the headwaters of the Hanlon Creek Subwatershed and maximizing infiltration will be a focus of the development.</p> <p>Please provide a detailed water balance for the proposed development, demonstrating how infiltration will be maintained or enhanced. Any proposed increase in run-off will require a detailed assessment to demonstrate no impacts to the natural heritage system.</p>	<p>Functional Servicing Report Section 6. d. revised accordingly.</p> <p>As discussed in the meeting between City of Guelph Staff (Michelle Thalen) and civilGo Engineering (Daniel Bancroft) on March 5th, 2024, the Report has been revised to discuss an 'Interim' Water Balance Scenario (the presently-existing commercial development and its 'D-Raintank' infiltration systems), as well as to replicate the Interim Scenario in the design proposed herein.</p> <p>A new infiltration gallery has been preliminarily proposed within the Proposed E-W Road/Street within the Site to replicate the 'Interim' Water Balance Scenario.</p>	CivilGO
2	<p>As temporary dewatering is anticipated for the proposed construction, a dewatering plan with associated mitigation measures will be required. For the rezoning and OPA, the dewatering plan should provide general mitigation measures, an analysis of the potential zone of influence, projected peak rates and total discharge volume, and information on the proposed discharge location. A more detailed dewatering plan will be required through the Site Plan.</p>	Hydrogeological Report has been updated and submitted.	WSP
3	<p>The Preliminary Geotechnical and Hydrogeological Investigation identifies that the proposed underground parking will be below the local groundwater levels and indicates that a perimeter drainage system, underfloor drainage system, or full waterproofing will be required.</p> <p>Please note that permanent dewatering through a perimeter or underfloor drainage system, which may impact the Water Resource System or Natural Heritage System, will not be supported. Significant dewatering through a drainage system must be avoided through design, and any proposed dewatering must be considered within the water balance assessment.</p>	Noted.	FCR
4	<p>The Salt Management Plan states that the "infiltration facilities will be taken 'off line' during the winter months." However, bypassing the infiltration system in the winter will likely not be supported as it would be inconsistent with the objectives of maximizing infiltration and reducing run-off. Concerns regarding contamination from salt should be addressed through an approved Salt Management Plan, which minimizes salt application.</p>	<p>The Salt Management Plan document has been revised to remove the reference to taking infiltration facilities off-line in the winter. See revised Section 5. Engineered Measures of the Salt Management Plan Memo.</p> <p>The document has additionally been revised to include reference and discussion towards use of alternative de-icing agents to mitigate the effect and application of chlorides. Refer to Sections 4. And 6. Of the Salt Management Plan Memo. Details have been provided of the alternative de-icing agents in Appendix B of the Salt Management Plan Memo.</p>	CivilGo
	<p>Note: The subject property is within 120 m of the Natural Heritage System; as such, Bird-friendly design will be required to mitigate bird collisions with glass and reflective surfaces. Details showing conformance with Bird-friendly design will need to be provided during Site Plan. The Bird-friendly Design Guideline can be found at: Attachment-1Bird-friendlyDesignGuideline.pdf (guelph.ca).</p>	<p>Bird-friendly frit has been indicated in the elevations ( for the first 16m) facing the Stormwater ponds in Hawkins Dr and parkland dedication.</p> <p>See Sheet No. <b>A 301, A-302.</b></p>	SVN
<b>ENGINEERING COMMENTS (dated: February, 2024)</b>			
<b>Michelle Thalen, Engineering Technologist III</b>			
<b>Municipal Services:</b>			



No.	Comments	Response	Responsibility
<b>Servicing Capacity:</b> <b>The servicing capacity analysis was completed using the City's water and wastewater model and the results were as follows:</b>			
1	<p>Water</p> <p>The existing pre-development pressures around the development ranged from 41.7-52.2 psi. The calculated development demands as provided by the consultant firm, CivilGO, were added to the model at each proposed building service connection on Poppy Drive East, Hawkins Drive and Clair Road East. Within the water model, the development pressure fell below the preferred operating range of 50 - 80 psi specified by the MECP but above the minimum allowable pressure of 40 psi for each building under all four (4) phases. The new development water demand was not found to significantly impact pressures in the development area.</p> <p>A fire flow analysis was conducted with the City's hydraulic model at the existing hydrants on Poppy Drive East, Hawkins Drive, Clair Road West and Farley Drive. The fire flow results predicted by the model are representative of the amount of water available in a watermain and not the extent of flow available from a hydrant. Hydrants on Poppy Drive East do not meet the specified fire flows criteria due to the capacity limitation of the 150 mm watermain. However, the hydrants on Hawkins Drive, Clair Road East and Farley Drive do meet the specified fire flow criteria under all development phases</p>	Noted.	Civil Go
2	<p>Wastewater</p> <p>City staff evaluated the influence of increased flows from the development for all phases of the proposed development – Buildings A, B, C and D. The calculated wastewater flows (18.45 L/s) as provided by the consulting engineer, CivilGO was added to the model for the entire development and the model results suggested that the existing collection system has sufficient residual capacity to manage the flows from the proposed development.</p>	Noted.	Civil Go
3	<p>Proposed Site Servicing:</p> <p>The existing servicing of the site for water and wastewater reflects the City's current standards that require a single set of services for each single property. The consulting engineer has provided a functional servicing plan for each phase that proposes reuse of the existing onsite sanitary service (single service) but new water services from either Hawkins Drive, Poppy Drive East or the existing onsite water service from Farley Drive/Clair Road East intersection. As such, please clarify within the FSR and the servicing plans if the intention is to have the future development be several properties with shared servicing easements or remain as one property. If it is to remain one property, the servicing of the site is to be reevaluated to ensure that a single wastewater and water service is provided in accordance with City of Guelph design specifications. For information please refer to the Region of Waterloo and area Municipalities "Design Guidelines and Supplemental Specifications for Municipal Services" (DGSSMS) in sections B.2.12.3 and B.3.3.2.</p>	The site servicing design has been revised to consistently utilize existing internal sewers/watermains, accordingly. Refer to Drawings CV-101 to CV-103. Report revised to provide explanation regarding development ownership and potential servicing easements in FSR, Sections 1.c., 4.c., 5.c.	CivilGo

No.	Comments	Response	Responsibility
4	<p>Stormwater Management:</p> <p>The proposed stormwater management of the site includes utilizing the existing stormwater service that outlets to the municipally owned stormwater management pond located adjacent to Hawkins Drive. The proposal also includes reuse of the existing underground infiltration gallery (D-Raintank system) that was designed to capture and infiltrate the east parking area as well as the introduction of a new smaller infiltration gallery for the park area.</p> <p>What is not clear and should be further detailed and summarized within the FSR, is the catchment area of the existing infiltration gallery (large D-Raintank) and the volume of water that is currently being infiltrated versus the proposed size of the catchment area and the volume of water being infiltrated. Furthermore, the FSR should also detail the catchment areas and volume of water being infiltrated for the three existing infiltration galleries for the existing buildings K, L and E. The groundwater recharge should be maintained from a pre to a post development condition noting that the predevelopment condition is the existing condition that includes the commercial development (movie theatre, Harveys, State and Main etc) and not prior to the commercial development of the site as presented in the water balance provided in Appendix G.</p> <p>Please note that infiltration testing for the soils underlying the proposed infiltration gallery for the park shall be done at the time of site plan in accordance with the City of Guelph's Development Engineering Manual (DEM) section 5.7.8.</p>	<p>Functional Servicing Report Section 6. d. revised accordingly.</p> <p>As discussed in the meeting between City of Guelph Staff (Michelle Thalen) and civilGo Engineering (Daniel Bancroft) on March 5th, 2024, the Report has been revised to discuss an 'Interim' Water Balance Scenario (the presently-existing commercial development and it's 'D-Raintank' infiltration systems), as well as to replicate the Interim Scenario in the design proposed herein.</p> <p>A new infiltration gallery has been preliminarily proposed within the Proposed E-W Road/Street within the Site to replicate the 'Interim' Water Balance Scenario.</p>	CivilGo
5	<p>Grading:</p> <p>Within the FSR, it was noted that the regrading of the City's boulevard is assumed due to the landscaping installation, excavation, shoring etc. Please note that the City's boulevards are to meet City standards for grading as presented in the Linear Infrastructure Standards (LIS). Any proposed shoring or tiebacks are to comply with the DEM – refer to section 4.2.6.2</p> <p>Furthermore, the City's boulevard areas are for utility banks, above ground utilities and any necessary stormwater management. Only when these primary servicing functions are fulfilled will City staff review any proposed landscaping elements.</p>	Acknowledged.	FCR/CivilGo
<b>Hydrogeological Assessment</b> <b>One of the City's Hydrogeologists with Water Services have reviewed the submission and provide the following comments:</b>			
6	It is understood through the text that future monitoring events will occur to obtain the seasonal high groundwater elevations. The reviewer reminds the author that as per the City's Development Engineering Manual (DEM) that one full year of monitoring data is required in addition to depicting this data graphically via hydrograph in future submissions on this file. (Section 4.2.7; Page 5).	WSP has an agreed upon monitoring program that will extend until April 2025 covering the one full year, based on the requirement from the City's Development Engineering Manual (DEM). The Hydrographs will be supplied at the end of the monitoring year.	WSP
7	AQTESOLV plots should be reviewed again as most tests were completed in partially saturated conditions and a double straight line effect is evident in some plots. (Section 4.2.8; Page 6).	After completed the second review for all the AQTESOLV plots, a typical double line effect in well BH23-2 (Appendix C) was identified. Also, we are aware of the partial saturated conditions on the analysis and was consider on the analysis. In conclusion, after all the adjustments the values remain on the same range.	WSP

No.	Comments	Response	Responsibility
8	Please provide calculations and references to methodology used for dewatering assessment. Radius of influence should also be provided in the report to inform whether settlement assessments will be required due to proximity to existing buildings/structures. (Section 7.0; Page 15)	A comprehensive dewatering assessment was crafted and explained in Section 5.0 (page 19 to page 23) which included the dewatering calculations and the methodology used.	WSP
9	No Source Water Protection discussion has been provided. Within updated reports, please include site details as it relates to the City's Source Water Protection plan and policies (i.e. WHPAs, Vulnerability Scoring, Issue Contributing Areas where applicable). This information is available on the City's website, or through the Lake Erie Source Protection Region's Information Atlas.	Source Water Protection was completed and presented on Section 3.0 and in Figures 7 and 8, The Site resides with area identified as WHPA-C with a vulnerability score (VS) of 4. Based on the 2017 Provincial Tables of Drinking Water Threats (Clean Water Act 2006, O.Reg. 287/07), threats to drinking water in areas with a vulnerability score of 4 are generally considered low for most chemical and pathogen agents, however constraints are in place for the storage and handling of a Dense Non-Aqueous Phase Liquid (DNAPL). Source Protection Guidelines dictate that the storage or handling of DNAPL in any quantity at grade, above grade, or below grade within WHPA-C (VSp4) constitute a significant risk to drinking water and is not recommended.	WSP
10	Please provide mapping of the physiographic region and features of the study	WSP provided the figure 3 on the report, also a discussion on page 6 and 7.	WSP
11	Please provide groundwater flow direction interpretations and mapping	Groundwater analysis were developed as part of the revised hydrogeological report and presented on page 11 and Page 12. Groundwater was interpreted to flow northwest at a horizontal gradient of 0.026 m/m. Figure 11 in the report graphically shows directions and local groundwater flow. Regional flow patterns were not done as part of this study.	WSP
12	Please provide interpretations and/or mapping for recharge/discharge areas and features within the study area. Referencing GRCA documents/mapping is also acceptable.	Recharge/ Discharge areas discussed on Section 2.5 (Page 9), in base the Oak Ridges Moraine (ORMGP) and the Grand River Conservation Authority interactive mapping tools, the proposed development is not located within a groundwater discharge area. The ORMGP interprets that the Site within an area of downward gradients, suggesting the regional area of the site is largely dominated by groundwater recharge.	WSP
13	Are any Certificates of Property Use on Title and if so please identify this in the report and describe any conditions contained within?	Not applicable.	
<b>Environmental Engineering:</b>			
14	Prior to the review of the submitted Phase 1 ESA report, please provide a reliance letter from the Qualified Person (QP) who authored the Phase 1 in accordance with the City of Guelph "Guidelines for Development of Contaminated or Potentially Contaminated Sites" – section 3.6. Third party reliance on the report is also identified within the Phase 1 ESA (section 10.0) as needing written authorization from WSP Canada Inc. With the next submission please ensure that the QP stamps the Phase 1 ESA report.	Please see Phase 2 ESA with this resubmission.	FCR
<b>Noise Feasibility Study:</b>			
15	Engineering staff do not have any comments about the report as currently presented. However, it is our understanding that the noise feasibility study may require future revisions based on comments from staff in Planning and Urban Design regarding the location of the outdoor amenity areas. Please revise and update accordingly		

No.	Comments	Response	Responsibility
<b>TRANSPORTATION SERVICES (dated: February, 2024)</b>			
<b>Gwen Zhang, Transportation Planning Engineer; Kate Berry, Project Manager, Transportation Planning; Munshif Muccaram, Development Engineering Transportation Technologist II</b>			
<b>Driveway Access</b>			
1	In accordance with the zoning by-law, within any part of a sight line triangle (corner lot and driveway) area no building, structure, play equipment, statue, swimming pool/hot tub or parked motor vehicle shall be located. Within the sight line triangle, a fence, hedge, shrub or foliage may be located provided it does not exceed 0.8 metres above the level of the travelled portion of the street.	Noted. Subsequent site plan applications are expected to demonstrate protection for sight triangle.	BA
2	Proposed new driveway accesses must be designed in accordance with the City's Development Engineering Manual (DEM) standards.	Noted. The proposed driveway accesses have been designed in accordance with the City's Development Engineering Manual (DEM) standards. Subsequent site plan applications are expected to demonstrate design measures proposed for the Site driveways.	BA
3	New driveway access on Poppy Drive East must be aligned (centerline to centerline) with the existing residential driveway access (1888 Gordon Street) on the south side of Poppy Drive East.	Noted. Driveways are proposed to be aligned and subsequent site plan applications are expected to continue to demonstrate alignment of driveway accesses.	BA
4	Proposed new access conflicts with the existing Guelph Transit Stop (6100 Poppy Drive at Hawkins Drive). Transit stop to be relocated to Guelph Transit's satisfaction and all cost related to removal and installation of the transit stops will be a developer cost. Stop to be relocated close to its current location. Exact location and detailed designs of the new transit pad will be reviewed and constructed as part of the site plan approval process.	Noted.	BA
<b>Protected crossing facility on Poppy Drive East and Hawkins Drive</b>			
5	The study recommends a protected crossing facility on Poppy Drive East either at Hawkins Drive or Farley Drive extension as an appropriate measure to address existing conditions and concerns. It further notes that a protected crossing facility could be facilitated by either all-way stop or by a Pedestrian Crossover (PXO). The City follows the Ontario Traffic Manual (OTM) to review the feasibility of all-way stop control and PXO's. The City will continue to monitor the needs for future improvements for safe crossing and traffic operations.	Noted.	BA
<b>Public Open House feedback on sightline deficiency at the secondary</b>			
6	One of the public feedback items in the study refers to sightline improvement at the current secondary residential access to 1888 Gordon Street development via Poppy Drive East. This concern was previously forwarded to the City's Transportation Engineering Department. Staff conducted a field review and implemented no parking zones on both sides of the residential access.	Noted.	BA
<b>Curb extensions and internal roadway</b>			
7	Proposed curb extensions at the internal east-west street and internal north-south street intersection will reduce the travel lane width and enhance pedestrian crossing distance while improving pedestrian safety. A 7.0m wide drive aisle width is proposed at the curb extensions. Review and further extend the curb extension to achieve 6.5m drive aisle width at the curb extensions. The internal road shall have a centerline radius not less than 12m and private roadway must be designed in accordance with Ontario Building Code.	The updated architectural plans provided in Appendix A indicate a reduced drive aisle width at the curb extension of 6.5 metres.	BA
<b>Clair Road East</b>			

No.	Comments	Response	Responsibility
8	The City is currently developing Complete Streets Design Guidelines expected for publication in 2024. The guidelines will include a Multi-Modal Level of Service (MMLOS) tool. These documents may become available and in effect during the development application review process.	Noted.	BA
9	Guelph Transit staff have identified the need to add a bus shelter to stop #6098 on Clair Road East at Hawkins Drive (eastbound). Proponent to review the feasibility of providing the desired shelter fully or partially within the proposed development limits at the site plan approval stage. Transit shelter would further support the use of transit for future residents of the proposed development.	Noted. Details regarding the feasibility of the bus shelter location to be reviewed at the site plan approval stage.	BA
10	The study analyzed the feasibility of a westbound left turn storage lane on Clair Road at Hawkins Drive in accordance with the provincial and national warrants. It concluded that an exclusive left turn lane is warranted for existing conditions.	Noted.	
11	The feasibility of a traffic control signal was reviewed at the intersection of Clair Road East at Hawkins Drive. The study concluded that under the future background (year 2033) scenario with the growth of Clair Maltby Secondary Plan, a traffic control signal is warranted in accordance with Ontario Traffic Manual (book 12) for "Minimum Four-Hour Vehicle volume".	Noted.	
<b>Clair Road East at Farley Drive</b>			
12	Synchro analysis demonstrated the northbound left-turn lane traffic projections exceed the available storage. Due to this northbound left-turn storage deficiency, the intersection operation at the Farley extension/East-west street would be impacted. This could result in more motorists choosing East-west street and Hawkins Drive to reach Clair Road. Traffic coming from the west side of Farley extension would become cut-through traffic.	<p>The Synchro analysis conducted as part of this study demonstrates that queueing for the northbound left-turn movement at the Clair Road East / Farley Drive intersection is expected to be infrequent, under 95th percentile conditions during the Saturday peak period only, and comparable (i.e. within one car length) of the available storage. Queueing is not estimated to exceed this length during all other peak periods.</p> <p>There are also numerous considerations relevant towards determining the acceptability of these queueing results as a potential future condition. These considerations are outlined in Section 12.5.2. The Synchro results for the intersection of Farley Drive / Internal East-West Street also indicate that this intersection is expected to operate with minimal delay with LOS A under all existing and future conditions.</p> <p>The northbound through-right movement at the Clair Road East / Farley Drive intersection does not experience queueing activity exceeding available storage, and can be expected to continue to accommodate travel east on Clair Road East , rather than travelling along the Internal East-West Street to access Clair Road East as a short-cut.</p> <p>Traffic calming is also being considered on the east-west private street between Farley Drive and Hawkins Drive, that will indicate a change in environment and provide physical measures that will encourage a reduced speed environment.</p>	BA
<b>Ramp Design</b>			

No.	Comments	Response	Responsibility
14	<p>Ramp design details are to be reviewed at the site plan stage. For any ramps leading to underground parking, the following design criteria must be met.</p> <ul style="list-style-type: none"> <li>Consider a maximum ramp grade of 12%.</li> <li>For any steep ramp, transition areas at the top and bottom of the ramp should be at least 6m in length with half of the ramp grade.</li> <li>As per the City's "2015 Facility Accessibility Design Manual", a minimum of 2.75m vertical clearance should be provided for accessible parking spaces.</li> <li>Ensure adequate sightlines at entrance/exit.</li> </ul>	<p><b>BA:</b> While some above the noted measures cannot be attained (e.g. max. 12% grade) at all locations within the context of the proposed plan, appropriate transitions and grades have been proposed that consider driver sightlines. Subsequent site plan applications are expected to continue to demonstrate adequacy of design measures for ramps, where required, including where they may vary from the City's desired criteria.</p> <p>The 2015 Facility Accessibility Design Manual standards apply to all newly constructed and / or renovated facilities, owned, leased or operated by the City of Guelph. While these guidelines are not directly applicable to private development, a 2.75m vertical clearance is achieved for at-grade accessible parking spaces where provided.</p> <p><b>SVN:</b> Noted.</p>	<b>BA/SVN</b>
<b>Section 4.2 Area Transit Context</b>			
15	Staff recommends reference to the 'Guelph Transit Future Ready Action Plan'.	Please see Section 5.2 for reference to the Guelph Transit Future Ready Action Plan.	<b>BA</b>
<b>Section 6 Vehicular Parking Consideration</b>			
17	Parking demand and supply will be reviewed and commented on by Planning Staff.	Noted.	
<b>Section 9 Transportation Demand Management</b>			
19	<p>The proposed development is situated in a walkable, bikeable, transit-friendly area. Sustainable Transportation staff are generally supportive of the TDM measures outlined in Section 9, that will support residents, employees and visitors to choose sustainable modes of transport.</p> <p>Commercial short term bike parking is proposed within City's right of way along Clair Road East. These parking spaces must be relocated and to be provided within the development limits.</p> <p>Detailed design of sustainable transportation features, such as bike parking, electric vehicle parking and connections to sidewalks and cycling facilities within the Right of Way (ROW), can be discussed at the site plan stage. Staff will be looking to ensure the bicycle parking is suitable for a range of users (i.e. a variety of bike racks to suit different bicycle styles and user needs).</p>	Commercial bicycle parking has been relocated to outside of the Clair Road East right-of-way, as demonstrated in the updated architectural plans provided in Appendix A. Detailed design of sustainable transportation features will be coordinated as part of future site planning processes.	<b>BA</b>
<b>Section 9 Transportation Demand Management</b>			

No.	Comments	Response	Responsibility
21	Subsequent Site plan applications shall continue to confirm that drivers' sightline be free of obstructions. Vegetation within the sight triangle must not exceed 0.8 meters above the level of the travelled portion of the street. Details to be reviewed at the site plan review process. On-street parking is proposed along the internal road. Parking space dimensions must be provided in accordance with the zoning by-law.	Noted. The dimensions for on-street parking provided along the internal east-west street are consistent with the requirements stipulated in Zoning By-law (2023)-20790 as demonstrated in Appendix A.	BA
<b>Editorial Errors</b>			
22	<ul style="list-style-type: none"> <li>Section 3.2.2 – Please edit the sixth bullet point to read: Clair Road and Gordon Street included as part of the Cycling Spine Network.</li> <li>Section 4.3.1 – Please note that the existing cycling facilities on Clair Road East and Gordon Street are painted bike lanes (not signed routes, as the report text perhaps implies). The second sentence indicates that Figure 6 shows the existing cycling network, however the existing bike lanes on Clair Road East and Gordon Street do not appear to be shown on the map.</li> <li>Section 6.5 – number of proposed parking spaces are incorrectly identified as 7911.</li> <li>Section 12.0 item 45. Notes that there are 76 residential long-term bicycle parking spaces are provided. Based on the site plan 76 residential short-term parking spaces are proposed.</li> </ul>	<p>Noted. Please see Section 4.2.2 for updated text.</p> <p>Noted. Please see Section 5.3.1 and Figure 6 for updated text and visualization.</p> <p>Noted. Please see Section 7.5 for updated text.</p> <p>Noted. Please see Section 13.0 Item 45 for updated text.</p>	BA
<b>SOURCE WATER PROTECTION (dated: February, 2024)</b>			
<b>Peter Ride, Source Water Risk Management Official</b>			
1	Note: The subject lands are located within a well head protection area (WHPA), WHPA-C with a 4-vulnerability score. As such, geothermal can be considered for this site. Details to be explored and discussed further through the site plan process.		FCR
<b>PARKS PLANNING COMMENTS (dated: February, 2024)</b>			
<b>Christina Vannelli, Park Planner</b>			
<b>Parkland Dedication</b>			



No.	Comments	Response	Responsibility
1	<ul style="list-style-type: none"> <li>As noted in response to previous pre-consultation review, Park and Trail Development recommends parkland dedication for the development.</li> <li>In accordance with the Planning Act s.42 the parkland dedication rate will be the greater of 5% of the land, or 1 hectare for each 1000 dwelling units, up to a maximum of 10% of the land (for sites under 5 ha).</li> <li>For this development the 1 hectare per 1000 dwelling unit rate will apply. Park and Trail Development requires a minimum Parkland Dedication in the amount of 0.18 hectares in accordance with the Planning Act s.42, City of Guelph Official Plan Policy 7.3.5.1. and the City of Guelph Parkland Dedication By-law (2022) 20717 or any successor thereof.</li> <li>The parkland dedication amount of 1,333m<sup>2</sup> (0.133ha) provided in the proposed development application and outlined in Planning Justification Report is not satisfactory to Park and Trail Development. Please revise to achieve the required Park Block size of 0.18ha.</li> <li>The proposed park parcel must satisfy the following criteria of City of Guelph Official Plan Policy 7.3.5.5: <ul style="list-style-type: none"> <li>i. that the site satisfies the development criteria for the type of park proposed;</li> <li>ii. that the site is not susceptible to major flooding, poor drainage, erosion, steep slopes or other environmental or physical conditions that would interfere with its potential development or use as an active public recreation area. Sites subject to these conditions may be integrated, where possible, into the development of municipal park areas by serving as pedestrian walkways, as passive recreation areas, or as natural areas;</li> <li>iii. that the site is oriented to take advantage of favourable topography, vistas and mature stands of trees where possible and desirable; and</li> <li>iv. that the lands be dedicated in a condition suitable for parkland development in accordance with the standards of the City.</li> </ul> </li> <li>Note: Parks staff acknowledge that the applicant has identified an acceptable block location in the submitted Site Plan at Hawkins Drive and Poppy Drive East to ensure frontage requirements are met and provide ease of access for public use.</li> <li>Note: Park Block shall not be on encumbered land. Parks staff acknowledge that the limit of the underground parking structure is outside of the limits of the proposed Park block as shown on the submitted plans.</li> <li>The Park block shall not have any proposed site furnishings or hardscape. Please ensure that any hardscape or site furnishings are proposed within the private development area only.</li> </ul>	<p><b>MHBC:</b> The proposed parkland has been increased in size from 1,333 m<sup>2</sup> to 1,800 m<sup>2</sup> (0.18 ha) per direction from staff. Please see revised Site Plan drawings provided with this submission.</p> <p>Appendix 6 (Previously Appendix 5) – Policy Assessment Table, of the Planning Justification Report has been revised to include analysis of Official Plan Policy 7.3.5.5 regarding the parkland dedication.</p> <p>Thank you. Noted. The parking structure does not encroach into the parkland dedications. The parking garage is setback 5.5 m for the parkland limits.</p> <p>No site furnishings or hardscape are proposed the park block.</p> <p><b>SVN:</b> Noted. Parkland dedication area was increased to 1800 sq.m.</p> <p>See Sheet No. <b>L-100</b>.</p>	<b>FCR/MHBC/SVN L</b>
<b>Site Plan &amp; Landscape Plan – Demarcation:</b>			
1	<ul style="list-style-type: none"> <li>Note: Property Demarcation along the property line of the proposed open space is typically required. However, given the proposed site design – parks staff will not require demarcation fencing or bollards.</li> <li>Note: The Park Block will be signed with City of Guelph standard signage when it is named and developed as part of the City of Guelph Capital project process.</li> </ul>	Noted.	
<b>External Agencies – Pre-Submission Review Comments</b>			
1	<p>The pre-submission review materials were circulated to the following external agencies:</p> <ul style="list-style-type: none"> <li>Alectra Utilities (Guelph Hydro):</li> </ul> <p>In response to your correspondence dated December 20 2023, please be advised that our ICI &amp; Layouts department has reviewed the information concerning the above noted plan approval and our position is as follows:</p> <ul style="list-style-type: none"> <li>We have NO objection(s) to the proposed development.</li> <li>Should the property remain as one parcel, the new hydro infrastructure will require a loop connection for multiple transformers (typically 1 per building).</li> </ul>	Noted.	<b>Civil Go</b>

# **Appendix 6**

**PRE-SUBMISSION 2  
COMMENT REPORT**



# **1 Clair Road East, 2nd Pre-Submission Review (OPA/ZBA Submission Materials)**

Submission Received: August 2024

The comments included in this document are further to materials provided as part of a pre-submission review process which will ultimately be required in support of a future Official Plan and Zoning By-law Amendment application for the lands municipally known as 1 Clair Road East.

## **Summary of Proposed Development**

Redevelopment of the eastern portion of the subject lands with a mixed-use development containing 715 dwelling units and 2,127 square metres of commercial gross floor area. Five towers which range in height from 10 to 14 storeys are proposed atop four buildings. At-grade commercial space is proposed along Clair Road East, and along the northern portion of the Farley Drive private road extension. A 0.18 hectare public park is proposed to front on Poppy Drive East and Hawkins Drive.

## **Next Steps and Submission**

Staff are available to meet to discuss the comments provided.

## **Comments:**

### **Policy Planning Comments – Lucas Mollame, Policy Planner**

- Policy Planning staff are appreciative of the changes made to the proposal to address concerns, especially regarding the increase in commercial GFA and the design of the retail commercial space to contribute to a main street area. Staff would still be open to discussions about how permitted commercial uses in the CMUC zone could be considered in the proposed size of the commercial space (without pre-determining uses, as we understand that tenancing has not been completed) and could be included as part of submission materials to further strengthen the justification that a community focal point could be created on this particular site (e.g. commentary such as the proposed commercial space could include an art gallery, a commercial entertainment use, a recreation facility, etc. but that tenancing at this time has not yet been determined).
- Policy Planning staff are also appreciative of the reference to Section 4.4 of the latest Growth Management and Affordable Housing Monitoring Report, specifically the commentary on the density target. Further commentary

should be provided on exactly how this proposed development will move the City forward in achieving that density target, based on the size of the Strategic Growth Area and using the P.P.U calculations and employee density calculations in the latest [Development Charges Background Study](#).

## **Urban Design & Landscape Comments – Anand Shah, Senior Development Planner & Rory Templeton, Landscape Planner**

Urban Design staff has the following comments based on the:

- Architectural drawings dated July 2024 from SVN;
- Urban Design brief dated August 2024 from Bousfields Inc.;
- Landscape drawings dated July 2024 from SVN;
- Wind Tunnel Study, Letter of Opinion dated August 2024 by RWDI Air Inc.;
- Sun Shadow Impact Study dated July 2024 from SVN;
- Civil drawings dated July 2024 by CivilGo;

Page 44 – Development concept, Material, and Architectural treatment

- Emphasize how materials and architectural treatment are used as a medium for enhancing the vertical separation of uses like commercial from residential.

## **Comments on the Submitted Development Concept**

### Site Plan/Ground Floor Plan

- Staff appreciate the idea of prioritizing pedestrian circulation at the intersection crossing for the east-west private road and 'woonerf', however, staff would require careful design considerations to ensure the AODA standards are met. This may require the E-W private road to be gradually sloped to meet the intersection, instead of a sudden ramp to reach the intersection. Defining vehicles from pedestrians should be done through bollards as well as TWSI's, and other AODA measures.
- Understanding that the current plan shows a dedicated right turn lane at the intersection of the 'Main Street' and Clair Road East, please consider options for on-street layby parking fronting Tower C (along the Farley Drive private road extension) to support commercial uses.
- Remove non res. Parking #23 at the pickup drop off area of Building B and add additional non-residential parking in front of the outdoor amenity area after #22.
- Confirm the setback of Tower A and C along the 'woonerf' – Building elevation shows the setback at approx. 1.5m where the plan shows a 3m. setback. Staff would like the setback to be a minimum of 3m. Consider if a 4.5m setback can be achieved.
- Has the option to move the underground parking ramps for Tower A and B facing E-W drive-way been explored? This will help eliminate any vehicular

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traffic in the 'woonerf' to make the space more accessible and provide a strong N-S pedestrian connection from Clair Dr. to Poppy Dr. With this option the common amenity area of Tower B facing woonerf can be increased and potentially connected with the outdoor common amenity area space of Tower A.

- Consider the above change by providing only one ramp (in Tower A opposite the ramp of Tower C) to access the underground parking.
- Ensure all proposed retaining walls, seat walls and/or stairs are set back a minimum of 150mm from any property line.
- Please note the City is currently developing a Complete Streets Manual. The design of Clair Road ROW could be subject to change and therefore the proposed layout of trees, sidewalk and sodded boulevard should be considered a placeholder. Further coordination through Site Plan.
- Ensure to coordinate utilities and landscape elements to avoid unnecessary conflicts – such as the proposed water hydrant that is currently located overtop a unique paving pattern in the 'gateway' area.

#### Building Massing/Elevations

- On the Woonerf Building Elevations – Building B and D – East elevations show steps along the grade. Please clarify what is happening at these points.
- The 6-storey podium with proposed setbacks along Clair Rd. and Farley Dr. require reconsideration. If required setbacks cannot be achieved consider reducing the podium height to a lower level at 3<sup>rd</sup> or 4<sup>th</sup> storey.
- On the Woonerf Building Elevations – Building B and D – East elevations show steps along the grade. Please clarify what is happening at these points.

#### Common Amenity

- Staff would encourage the applicant to develop a variety of different programmed common amenity spaces at Level 7 for each building, especially if all roof tops are accessible by residents. Instead of similar configurations of raised planter beds and BBQ pits as represented in amenity plan drawings, consider - entertainment space, exercise area/yoga, table tennis/shuffle board, fire pit, etc. designed with acceptable mitigation measures to make such common amenity area spaces usable and efficient, as suggested based on findings of wind study and noise study.
- Additionally, clearly show/label on the drawings types of different indoor amenity areas as presented in the April, 2024 Amenity Concept Package. Ensure the same is continued through the Site Plan process and appropriate shared access measures are provided to the residents of all towers.
- Based on the current submission, common amenity space required would be 14,420 sq.m. A stronger justification is required for a reduction of 40% is required. been presented; and given that the City Built Form Standards state that 'a reduction will only be supported by staff for those proposed developments along intensification corridors within 500m walking distance of a park with a minimum size of 1 hectare, it is currently not possible for staff



to support such a significant reduction as proposed. Staff also do not agree to the proposed revision in the draft zoning by-law amendment to include private balconies and terraces in the common amenity space calculation.

- Staff have concerns with the lack of at-grade common amenity space for Towers C and D. Consider increasing indoor amenity areas and providing roof-top amenity areas for these towers.
- There is some concern with the need to implement an acoustic glass wall against Farley Drive extension to satisfy the Noise Study mitigation requirements for the common amenity spaces. Please provide staff with some examples of where this exists.

#### Pedestrian Wind Assessment

- With new landscape details, updated Wind Tunnel Study predicts the suitable wind conditions along this public plaza. This needs to be confirmed with precise calculations at Site Plan and appropriate mitigation measures as required to be provided.

#### Trees and Landscaping

- Landscape material upgrades such as concrete pavers are supported as they can create visual interest by adding colour and texture that breaks up larger hard surface areas, as well as can be used for wayfinding measures and user priorities, however, please ensure to specify products that have minimal chamfered edges within pedestrian zones to meet accessibility standards of the AODA.
- AODA compliant pedestrian crossings, street furniture is to be integrated into the design to provide inclusive design features.
- When designing common amenity area spaces at-grade, consider programming needs for residents with dogs (dog runs, dog relief areas, etc.), accessibility needs (inclusive design).
- LID measures are strongly encouraged such as rain gardens, bioswales, etc. that provide habitat and food for native insects and birds.
- A minimum of 1 tree and 5 shrubs must be planted for every 45m<sup>2</sup> of required landscaped area to ensure sufficient vegetative cover for pedestrian comfort and stormwater management.
- The proposed Redbud trees fronting Clair Road may not perform well due to north-west wind exposure. Consider alternative species that are more tolerant of the site conditions.
- Ensure the commercial 'spill out' areas along Clair Road are considered when laying out trees and planting beds. Opportunities for patios and/or display spaces is important for the viability and success of these units.
- Please clarify why there are no soil cells proposed for trees at the north-west corner of Building B and along the length of Farley Drive Extension.
- Please clarify why soil volumes were not recorded for the planter fronting Clair Road.

- A well-conceived planting plan for all areas that is comprised with a majority of native species will be required, including common amenity area spaces on the 7<sup>th</sup> floor.
- Details related to the proposed bioswales and any specific plant species and soil composition is to be explored through Site Plan.

### Grading

- Slopes through both Building B common amenity spaces are a bit steep at 3.8% and 4.2%. Please strive to achieve 2% through programmable spaces.
- Details related to stairs leading up to townhouse units and integration into proposed landscape elements is to be explored further through Site Plan.

## **Site Plan Issues**

As part of the site plan process, further detailed comments will be discussed including:

- When considering the location of utilities such as hydro transformers, locations that are not fronting onto the public right of way, proposed public park, common amenity areas, Clair Road in particular. A utility plan will be required as part of the site plan application.
- Garbage storage and functionality that does not hinder outdoor common amenity spaces and programming.
- Wind and noise mitigation measures per finding of Wind and Noise study analysis.
- Accessibility related details to demonstrate conformity with the AODA.
- Programmed outdoor common amenity areas for Level 7 for each building.
- Street furniture such as short-term bicycle parking, benches etc.
- Keep in mind bird-friendliness strategies in the design of the elevations.
- Rooftop mechanical screening details.
- Architectural details.
- Continued encouragement of LID systems.
- Sustainable Development Checklist will be required as part of the site plan process.

## **Next Steps**

These comments represent Urban Design's review of the proposed development. The remaining concerns as outlined above are to be further investigated and discussed through the Site plan approval process.

## **Environmental Planning Comments – Ryan Hamelin, Environmental Planner**

The subject property is within 120m of the natural heritage system. Previous comments dated February 16, 2024, were provided by Environmental Planning for the 1st pre-submission.

1) Required: The proposed water balance is unclear and does not provide sufficient details on proposed changes to infiltration, run-off and evaporation from pre-development (i.e., current condition) to post-development (i.e., proposed development). The water balance analysis also does not provide sufficient clarity on whether there will be changes in drainage patterns or outlet locations. The next submission must provide an updated water balance and associated analysis.

2) Required: The Dewatering Assessment provided within the Hydrogeological Report does not provide sufficient details regarding the potential impacts of temporary construction dewatering and does not provide any proposed mitigation measures to avoid impacting the Natural Heritage System or Water Resource System. The projected Zone of Influence from construction dewatering seems to intersect with elements of the Natural Heritage System. Details should be provided on potential hydrologic impacts on the Natural Heritage System and mitigation methods.

The Dewatering Assessment did not discuss discharge locations for construction dewatering. Please discuss potential discharge locations and, as appropriate, discuss the assimilative capacity of any receiving Natural Heritage Features. Please note that Environmental Planning's general preference for dewatering discharge is to be directed to the sanitary sewer if capacity is available.

3) Note: If a phased development approach is proposed, a water balance for each phase may be required through the Site Plan process.

4) Note: The Hydrogeological Investigation refers to the requirement for long-term water management for underground elements below the seasonal high groundwater level. The provided material indicates that a proposed water management system has not yet been developed. For Environmental planning purposes, water management and waterproofing details can be provided through Site Plan. However, permanent dewatering through a perimeter or underground drainage system, which may impact the Water Resource System or Natural Heritage System, will not be supported. Significant dewatering through a drainage system must be avoided through design, and any proposed dewatering must be considered within the water balance assessment.

5) Note: The preliminary bird-friendly design details are appreciated. Details on the location of bird-friendly markings are to be confirmed through the Site Plan. However, it should be noted that based on the preliminary review of the in conjunction with the proposed landscape plans, additional areas of bird-friendly markings may be required.

## **Conclusion:**

November 22, 2024

Based on a review of the application materials, Environmental Planning recommends that the above 'Required' comments be addressed prior to supporting the proposed Official Plan Amendment Zoning By-law Amendment.

### **Engineering Comments – Michelle Thalen, Engineering Technologist III**

Engineering Services have prepared comments in response to the review of the following plans & reports:

- Functional Servicing and Stormwater Management Report (FSR) – CivilGO Engineering Inc. (July 25, 2024);
- Functional Servicing Plans (Phases 1, 2 & 3) - CivilGO Engineering Inc. (July 25, 2024);
- Functional Grading Plans (Phase 1, 2 & 3) - CivilGO Engineering Inc. (July 25, 2024);
- Hydrogeological Investigations – WSP Canada Inc. (August 9, 2024);
- Phase 2 Environmental Site Assessment – WSP Canada Inc. (April 2, 2024);
- Noise and Vibration Impact Study – RWDI (August 2, 2024);
- Transportation Study – BA Consulting Group Ltd. (August 2024).

### **Traffic Services:**

Transportation Services staff reviewed "Pergola Commons Proposed Mixed-use Development – Urban Transportation Considerations" dated August 2024 by BA Group. Transportation Services staff are generally supportive of the proposed official plan amendment/ zone change application and offer the following transportation comments regarding the second pre-submission for Official plan and Zoning by-law amendment application.

The proposed development includes 715 residential units and 2,145 m<sup>2</sup> (GFA) of retail space at grade. Development of the site is proposed to be undertaken through a phased approach from south to north.

### **Driveway access**

In accordance with the zoning by-law, within any part of a sight line triangle (corner lot and driveway) area no building, structure, play equipment, statue, swimming pool/hot tub or parked motor vehicle shall be located. Within the sight line triangle, a fence, hedge, shrub or foliage may be located provided it does not exceed 0.8 metres above the level of the travelled portion of the street. In the response matrix its noted as "Noted. Subsequent site plan applications are expected to demonstrate protection for sight triangle." Staff will verify the sightline triangle in accordance with the zoning by-law requirements at the site plan application.

November 22, 2024

Proposed new driveway accesses must be designed in accordance with the City's Development Engineering Manual (DEM) standards. Comments response matrix notes "Noted. The proposed driveway accesses have been designed in accordance with the City's Development Engineering Manual (DEM) standards. Subsequent site plan applications are expected to demonstrate design measures proposed for the Site driveways". Key access details such as access width and access radius are missing on the site plan. Site plan must depict the access dimension in accordance with City's DEM and to be reviewed at the site plan application.

New driveway access on Poppy Drive East must be aligned (centerline to centerline) with the existing residential driveway access (1888 Gordon Street) on the south side of Poppy Drive East. Comments response matrix notes "Noted. Driveways are proposed to be aligned and subsequent site plan applications are expected to continue to demonstrate alignment of driveway accesses". Centerline driveway alignment must be depicted on the plans.

As acknowledged in response to comments matrix dated August 2024, existing Transit Stop (6100 Poppy Drive at Hawkins Drive) to be relocated at developers cost. Exact location and detailed design of the new transit pad will be reviewed and constructed as part of the site plan approval process.

### **Protected crossing facility on Poppy Drive East and Hawkins Drive**

The study recommends a protected crossing facility on Poppy Drive East either at Hawkins Drive or Farley Drive extension as an appropriate measure to address existing conditions and concerns. It further notes that a protected crossing facility could be facilitated by either all-way stop or by a Pedestrian Crossover (PXO). The City follows the Ontario Traffic Manual (OTM) to review the feasibility of all-way stop control and PXO's. The City will continue to monitor the needs for future improvements for safe crossing and traffic operations.

### **Curb extensions and internal roadway**

Proposed curb extensions at the internal east-west street and internal north-south street intersection will reduce the travel lane width and enhance pedestrian crossing distance while improving pedestrian safety. A 7.0m wide drive aisle width is proposed at the curb extensions. Review and further extend the curb extension to achieve 6.5m drive aisle width at the curb extensions. TIS comments response matrix notes "updated architectural plans provided in Appendix A indicates a reduce drive aisle width at the curb extension of 6.5m. However, narrower (6.5m) internal roadway width is missing between the curb extensions.

### **Clair Road East**

The City is currently developing Complete Streets Design Guidelines expected for publication in 2024. The guidelines will include a Multi-Modal Level of Service (MMLOS) tool. These documents may become available and in effect during the development application review process.

Guelph Transit staff have identified the need to add a bus shelter to stop #6098 on Clair Road East at Hawkins Drive (eastbound). Proponent to review the feasibility of providing the desired shelter fully or partially within the proposed development limits at the site plan approval stage. Transit shelter would further support the use of transit for future residents of the proposed development. As acknowledged in TIS response dated August 2024, details regarding the feasibility of the bus shelter location to be reviewed at the site plan approval stage.

### **Section 3.0 Response to City comments**

Planning comments responses, Urban Design and Landscape Comments will be reviewed and commented on by Planning Staff.

Subsequent Site plan applications shall continue to confirm that drivers' sightline be free of obstructions. Vegetation within the sight triangle must not exceed 0.8 meters above the level of the travelled portion of the street. Details to be reviewed at the site plan review process.

On-street parking is proposed along the internal road. Parking space dimensions must be provided in accordance with the zoning by-law. Parallel parking spaces are to be minimum of 6.5m long. However, proposed parallel parking spaces along the internal roads are only 6.0m in length.

### **Section 7 Vehicular Parking Consideration**

Parking demand and supply will be reviewed and commented on by Planning Staff.

### **Section 10 Transportation Demand Management**

The proposed development is situated in a walkable, bikeable, transit-friendly area. Sustainable Transportation staff are generally supportive of the TDM measures outlined in Section 10, that will support residents, employees and visitors to choose sustainable modes of transport.

Detailed design of sustainable transportation features, such as bike parking, electric vehicle parking and connections to sidewalks and cycling facilities within the Right of Way (ROW), can be discussed at the site plan stage. Staff will be looking to ensure the bicycle parking is suitable for a range of users (i.e. a variety of bike racks to suit different bicycle styles and user needs). As acknowledged in TIS response to comments dated August 2024, detailed design of sustainable transportation features will be reviewed at site plan application.



## **Municipal Services:**

### **Servicing Capacity:**

The servicing capacity analysis was completed, and comments provided with the last submission. The response matrix supplied by the applicant acknowledged the results of the analysis. Please note that although the entire site as currently proposed is found to have sufficient capacity within the existing model, staff will require the review of the available capacity prior to approval of each phase of the development.

### **Proposed Site Servicing:**

The proposed reuse of the existing onsite services and clarity within the FSR with regards to future easements (if necessary) has demonstrated that the development can be adequately serviced by municipal infrastructure as identified in the City's Zoning Bylaw. Please note that at the time of site plan, a bulk water meter will be required for the site in accordance with the DEM – refer to section 6.3.3(13).

### **Stormwater Management:**

The proposed stormwater management of the site includes utilizing the existing stormwater service that outlets to the municipally owned stormwater management pond located adjacent to Hawkins Drive. The proposal also includes reuse of the existing underground infiltration gallery (D-Raintank system) that was designed to capture and infiltrate the east parking area as well as the introduction of a new gallery/retention system adjacent to the existing gallery.

Please note that the bottom elevation of any new infiltration galleries should be set at a minimum distance of one meter higher than the established seasonal high groundwater level as determined by the data collected after four seasons of groundwater monitoring is completed. Infiltration testing for the soils underlying any new infiltration galleries shall be done at the time of site plan in accordance with the City of Guelph's Development Engineering Manual (DEM) section 5.7.8.

### **Grading:**

The design has demonstrated that the grading of the site will reflect the existing conditions of the neighbouring properties and the right-of-way.

### **Hydrogeological Assessment:**

One of the City's Hydrogeologists with Water Services have reviewed the submission and provide the following comments:

- It is understood through the text that future monitoring events will occur to obtain the seasonal high groundwater elevations. The reviewer reminds the author that as per the City's Development Engineering Manual (DEM) that one full year of monitoring data is required in addition to depicting this data graphically via hydrograph in future submissions on this file. (Section 4.2.7; Page 5).

- Please provide a statement within the report confirming if a Certificate of Property Use (CPU) is on the property's title or not.

## **Environmental Engineering:**

### **Comments:**

No contamination was identified in soil; groundwater was not sampled.

A Record of Site Condition (RSC) is required to be submitted to and approved by the Ministry of the Environment Conservation and Parks (MECP) in accordance with O. Reg. 153/04 (as amended), and in accordance with the City's "Guideline for Development of Contaminated or Potentially Contaminated Sites" (Guidelines), for this development.

### **Requirements:**

The Owner/Developer will be required to fulfill the following prior to approval of zoning bylaw amendment:

Submit to the City proof of MECP RSC acknowledgement and filing (i.e., approval) for the Property/proposed development.

Provide to the City all environmental reports prepared for the RSC filing including but not limited to:

Phase One ESA (already provided)

Phase Two ESA (already provided)

Risk Assessment (if required)

Remediation Reports (if required)

### **Noise Feasibility Study:**

Engineering staff do not have any comments about the report as currently presented. Details regarding the noise attenuation walls will need to be submitted in accordance with the City's "Noise Control Guidelines" at the time of site plan.

### **Staff Recommendations:**

Engineering staff request the applicant to consult with their design team regarding the comments identified above. Staff would be available to meet should there be any question relating to our feedback.

## **Source Water Protection - Peter Rider, Source Water Risk Management Official**

- Note: The subject lands are located within a well head protection area (WHPA), WHPA-C with a 4-vulnerability score. As such, geothermal can be considered for this site. Details to be explored and discussed further through the site plan process.

## Parks Planning Comments – Mathieu Alain, Park Planner

Park and Trail Development has no objection to the proposed Zoning By-Law Amendment to rezone the east portion of the Subject Lands from “Community Shopping Centre (CC)” zone to “Residential High-Density Apartment (R.4B)” zone with site-specific provisions. Please address the following items:

- 1. Parkland Dedication:** As previously noted, Park and Trail Development require parkland dedication for this development. The minimum Parkland Dedication required is 0.18 hectares in accordance with the Planning Act s.42, City of Guelph Official Plan Policy 7.3.5.1. and the City of Guelph Parkland Dedication By-law (2022) 20717, as amended by By-law (2024)–20860 or any successor thereof.
  - Parks and Trail Development staff acknowledge that the proposed 1800m<sup>2</sup> Park Block as identified on the Landscape Plan satisfies the requirements related to park size based on number of units proposed in the current submission.
  - The Park Block should be conveyed in phase 1.
- 2. Demarcation:** As previously noted, staff are of the opinion that demarcation is not required between the private property and the proposed park. However, if the applicant prefers to include the proposed 1.2m height metal privacy fence along the north property line of the park, please ensure it is located on private property a minimum of 0.15m from the shared property line.
  - Further discussion about connections between the park and private outdoor amenity space to the north of the park may be required (i.e.: location of walkways or gates that bisect the proposed privacy fence).
- 3. Landscape Plan:** Please clarify the limit of the underground parking structure. The Comment Response Matrix response from MHBC to Parkland Dedication comments reads “The parking structure does not encroach into the parkland dedications. The parking garage is setback 5.5m for the parkland limits.” However, it appears that the limit of the underground parking structure shown on Landscape Plan encroaches 2m inside the limits of the proposed park along the north property line.
  - Further discussion is required to ensure that the proposed location of the park and underground parking structure meets the intent of City policies related to encumbered land.
  - Please provide information related to the proposed youth play zone located in the private outdoor amenity space to the north of the park to assist Park and Trail Development staff with programming for the Park Block. Is this playground shown conceptually or is it intended to be installed as part of phase 1 of development?

**4. Functional Grading Plan:** Parks are to contain a minimum of 80% table land with a range of 2% to 5% slopes as described in the Development Engineering Manual 5.3.21 and the City of Guelph Official Plan 7.2.3.4.v).

- Some of the proposed grades within the Park Block exceed 5%. Further discussion will be needed during the Site Plan application process to confirm that the grades within the park meet the intent of City policies.

**5. Functional Servicing Plan:** The Park Block must satisfy the basic parkland development requirements identified in the Development Charges Background Study Appendix E: Local Service Policy.

- Provide a minimum of one catch basin manhole at the low point of the park block in phase 1.

### **Conditions of Development:**

Based on the information available, the following conditions for Development approval are recommended:

Prior to Site Plan Approval:

1. The Owner shall **dedicate the Park Block for park purposes** to the City to the satisfaction of the Deputy CAO of Public Services or their designate, pursuant to s. 42 of the Planning Act and in accordance with the City of Guelph Parkland Dedication By-law (2022) 20717, as amended by By-law (2024)-20860 or any successor thereof, prior to issuance of any building permits as part of phase 1 of the development.
2. The Developer shall be responsible for the cost of design and development of the **Basic Parkland Development** according to the City of Guelph's Development Charges Background Study Appendix E: Local Service Policy, which includes servicing including water, hydro, stormwater, sanitary, electrical, fibre/phone, meter and meter boxes connected to a point just inside the property line, catch basins, culverts, manholes and other drainage structures, clearing and grubbing, only where impediments that would inhibit the suitability of parkland exist, any other associated infrastructure (minor bridges and abutments, guard and hand rails, retaining walls) as required to bring the land to a suitable level for development as a parkland, topsoil stripping, rough grading, supply and placement of topsoil and engineered fill to required depths and fine grading, sodding, only where parkland is divided between more than one separate development application or is part of more than one phased application within the same development parcel, temporary perimeter fencing where there is no permanent fence, temporary park sign(s) advising future residents that the site is a future park, and permanent perimeter fencing to City standard to all adjacent land uses (residential and non-residential) as required by the City or other approval authority to the satisfaction of the Deputy CAO of Public Services. This shall include the submission of drawings for approval by the City. The Developer shall provide

the City with **cash or letter of credit** to cover the City approved estimate for the cost of the Basic Parkland Development to the satisfaction of the Deputy CAO of Public Services.

3. The Developer shall provide Park and Trail Development with **a digital file** in CAD format georeferenced in a UTM coordinate system containing the following final approved information: parcel fabric, street network, and the grades/contours and landscaping of the of the basic parkland development.

The above comments represent Park and Trail Development's review of the documents and Reports submitted in support of the Zoning By-Law and Official Plan. Based on the current information provided, Parks would support the proposed development subject to the above requirements.

**In conclusion**, staff appreciate the revisions made to reflect the comments provided in February 2024. There are a few items staff believe do require further investigation including the proposed reduction in common amenity space and the inclusion of private balcony and terrace space to make up this deficit. Second, the proposed timing of any development in regards to whether a holding provision for adequate services and capacity is required.

No.	Comments	Notes	Responsibility
<b>PLANNING POLICY COMMENTS (dated: November 08, 2024)</b>			
<b>Lucas Mollame, Policy Planner</b>			
1	Policy Planning staff are appreciative of the changes made to the proposal to address concerns, especially regarding the increase in commercial GFA and the design of the retail commercial space to contribute to a main street area. Staff would still be open to discussions about how permitted commercial uses in the CMUC zone could be considered in the proposed size of the commercial space (without pre-determining uses, as we understand that tenancing has not been completed) and could be included as part of submission materials to further strengthen the justification that a community focal point could be created on this particular site (e.g. commentary such as the proposed commercial space could include an art gallery, a commercial entertainment use, a recreation facility, etc. but that tenancing at this time has not yet been determined).	Noted. Commerical Function Study has been revised to address this. Please refer to Executive Summary as well as section 4.2 for updated language.	<b>Tate Research</b>
2	Policy Planning staff are also appreciative of the reference to Section 4.4 of the latest Growth Management and Affordable Housing Monitoring Report, specifically the commentary on the density target. Further commentary should be provided on exactly how this proposed development will move the City forward in achieving that density target, based on the size of the Strategic Growth Area and using the P.P.U calculations and employee density calculations in the latest Development Charges Background Study.	Section 4.4 of the latest Growth Management and Affordable Housing Monitoring Report sets the target density of 130 residents and jobs per hectare for the Gordon Street at Clair Road Strategic Growth Area. Based on this density, the proposed development would be required to achieve a density target of 289 residents and jobs for the net development area at 2.2188 ha. Using the Persons per Unit Apartment Rate of 1.784 identified in the Guelph 2023 Development Charges Background Study, the proposed development will generate 1,276 residents in total. With regards to the commercial component of the development, the Guelph 2023 Development Charges Background Study provides an assumption of 1 employee per 400 ft <sup>2</sup> . The development proposes 22,895 ft <sup>2</sup> (2,127 m <sup>2</sup> ) of commercial floor area. At the assumed rate, the proposed development would generate 58 employees. In total, the development will generate 601 residents and jobs per hectare, exceeding the density target of 130 residents and jobs per hectare.	<b>MHBC</b>
<b>URBAN DESIGN AND LANDSCAPE COMMENTS (dated: February, 2024)</b>			
<b>Anand Shah, Senior Development Planner &amp; Rory Templeton, Landscape Planner</b>			
	Emphasize how materials and architectural treatment are used as a medium for enhancing the vertical separation of uses like commercial from residential.	Differentiation of ground floor commerical podium can be achieved through contrasting colour and texture of materiality. Also sepearte design elements such as arched elements on ground floor, and horizontal banding on upper podium floors, as shown in the renders. The exact materiality will continue to be explored during the SPA process.	<b>FCR</b>
<b>Comments on the Submitted Developoment Concept - Site Plan/ Ground Floor Plan</b>			



No.	Comments	Notes	Responsibility
1	Staff appreciate the idea of prioritizing pedestrian circulation at the intersection crossing for the east-west private road and 'woonerf', however, staff would require careful design considerations to ensure the AODA standards are met. This may require the E-W private road to be gradually sloped to meet the intersection, instead of a sudden ramp to reach the intersection. Defining vehicles from pedestrians should be done through bollards as well as TWSI's, and other AODA measures.	<p>Details will continue to be refined through consultation with the City as part of subsequent Site plan applications.</p> <p>Further description of the tabled intersection and guiding industry rationale is provided below. The updated landscape plans illustrate proposed bollards and TWSI's, strategically located to delineate pedestrians from vehicles.</p> <ul style="list-style-type: none"> <li>• The tabled intersection along the east-west private street has been designed with consideration for the Transportation Association of Canada (TAC) Canadian Guide to Traffic Calming, Second Edition (2018) (TAC Traffic Calming Guide). The design guidelines for tabled intersections (2-way STOP control) and raised crosswalks at intersections have both been considered, given that the configuration of this tabled intersection incorporates elements of both features (all-way STOP control, raised crosswalks on all approaches).</li> <li>• For raised crosswalks at intersections, the TAC Traffic Calming Guide recommends a minimum transition length of 1.5 metres (2.0 metre desirable transition length) and a transition slope not exceeding 6%.</li> <li>• The proposed all-way STOP controlled tabled intersection has been designed to account for consistent transition lengths and to meet the recommended slopes for raised crosswalks at intersections. A transition length of 3.5 metres has been applied to both the west and east approaches, resulting in slopes of 5.7% and 2.6%, respectively.</li> <li>• The travelled surface for pedestrians is intended to be located along the top of the tabled intersection, eliminating any "step down" onto the street for pedestrians. This will improve connectivity and accessibility for pedestrians. The pedestrian crosswalks also meet the recommended minimum width of 2.5 metres.</li> <li>• Additionally, all approaches of the tabled intersection are proposed to be STOP-controlled, further reducing the travel speeds at the tabled intersection and mitigating the impact of the proposed transitions.</li> <li>• Details related to the transition slopes at the proposed tabled intersection will continue to be coordinated with the City prior to Site Plan approval. The proposed tabled intersection is discussed in greater detail in Section 5.3.3 of the 2025 Transportation Report.</li> </ul>	BA Group
2	Understanding that the current plan shows a dedicated right turn lane at the intersection of the 'Main Street' and Clair Road East, please consider options for on-street layby parking fronting Tower C (along the Farley Drive private road extension) to support commercial uses.	<p>The existing configuration for the south approach of the Clair Road East / Farley Drive intersection (private leg of the intersection), which consists of a dedicated northbound left turn lane and a shared northbound through-right turn lane, is proposed to be maintained throughout the redevelopment. Providing layby parking spaces at this location may impact the efficient and safe operation of the south approach of the Clair Road East / Farley Drive intersection, due to its proximity to the intersection, increasing the potential for conflicts between parked vehicles and vehicles queued at the signalized intersection. Queueing activity at the south approach of this intersection is currently observed, and is expected to continue through the redevelopment of the Site.</p> <p>Considering the above, the proposed lane configuration and traffic control for the Site maintains an uninterrupted northbound left and through-right lane at Clair Road East / Farley Drive (illustrated in Figure 11 of the 2025 Transportation Report).</p>	BA Group
3	Remove non res. Parking #23 at the pickup drop off area of Building B and add additional non-residential parking in front of the outdoor amenity area after #22.	<p>Parking and lay-by spaces have been allocated to avoid the functional intersection areas along Farley Drive. See updated architectural plans for reference.</p> <p>Adding additional spaces in front of #22 would conflict functional intersection space.</p> <p>Considering the above, the prior layout for parking and drop-offs has been maintained. The proposed non residential parking on the Farley Drive frontage of the Site will facilitate both front-door pick-up / drop-off activity in addition to designated lay-bys.</p>	SVN/BA
4	Confirm the setback of Tower A and C along the 'woonerf' – Building elevation shows the setback at approx. 1.5m where the plan shows a 3m. setback. Staff would like the setback to be a minimum of 3m. Consider if a 4.5m setback can be achieved.	<p>Building elevations have been updated to reflect the setbacks as noted in the plans. Please refer to A303.</p> <p>Setback depth was explored. It was determined that increasing the setback could have negative impacts on unit quality, and perception of an increase from an urban design perspective would be minimal.</p>	SVN/ Bousfields

No.	Comments	Notes	Responsibility
5	<p>Has the option to move the underground parking ramps for Tower A and B facing E-W drive-way been explored? This will help eliminate any vehicular traffic in the 'woonerf' to make the space more accessible and provide a strong N-S pedestrian connection from Clair Dr. to Poppy Dr. With this option the common amenity area of Tower B facing woonerf can be increased and potentially connected with the outdoor common amenity area space of Tower A.</p> <p>Consider the above change by providing only one ramp (in Tower A opposite the ramp of Tower C) to access the underground parking</p>	<p>As part of the site design process, the location of vehicular parking ramps was reviewed and discussed. We note the following with respect to the transportation-related considerations for the location of the underground parking ramps on the Site:</p> <ul style="list-style-type: none"> <li>• Distributing vehicular accesses to buildings on the Site across the proposed street network provides redundancy in building access, such that a single street is not relied upon to provide access to all buildings on the Site. This distributes inbound / outbound traffic related to the Site across all accesses to the external street network, and provides routing choice for residents and visitors.</li> <li>• From a transportation perspective, the proposed location of parking garage accesses on the woonerf provides flexibility in development phasing for Tower A and Tower B. Should Towers A and B be deployed prior to Towers C and D, development can occur largely without impacting the existing Internal East-West Street, and access to any existing-to-remain uses north of the Internal East-West Street on the Site.</li> <li>• Phasing and development flexibility was considered in the design of Towers A and B to allow for separate parking and loading facilities. Each building can support separate parking garage ramps and loading facilities in a consolidated location, which also allows for uninterrupted frontage on the south side of the east-west private driveway.</li> <li>• The design of the proposed woonerf followed the guiding principle that they are designed to act as a common space for vehicles, pedestrians, cyclists, and other mobility users who operate within a shared right-of-way, in a controlled and low-speed setting.</li> <li>• The configuration of the proposed woonerf and related accesses considers mobility of all users while balancing the phasing, urban design, and operational requirements of Towers A and B.</li> </ul> <p>Proposed Site vehicular access is further discussed in Section 5.1 of the 2025 Transportation Report.</p> <p>As noted above, Tower A and Tower B are proposed to support flexibility for separate, unconnected parking and loading facilities. As such, two driveway ramps and loading facilities would be required to accommodate Towers A and B. Locating all vehicular accesses on the Internal East-West Street is considered excessive, and may cause operational issues related to high volumes of inbound and outbound vehicles on the Street.</p>	<p>BA</p> <p>BA</p>
6	Ensure all proposed retaining walls, seat walls and/or stairs are set back a minimum of 150mm from any property line.	Noted, and confirmed.	SVN
7	Please note the City is currently developing a Complete Streets Manual. The design of Clair Road ROW could be subject to change and therefore the proposed layout of trees, sidewalk and sodded boulevard should be considered a placeholder. Further coordination through Site Planhe 'woonerf'.	Noted.	FCR/ SVN
	Ensure to coordinate utilities and landscape elements to avoid unnecessary conflicts – such as the proposed water hydrant that is currently located overtop a unique paving pattern in the 'gateway' area.	Noted, and have relocated this hydrant to avoid conflict with gateway area furniture. Will ensure further coordination at SPA stage.	Civil Go/ SVN
<b>Comments on the Submitted Development Concept</b>			
<b>Building Massing/ Elevations</b>			
	On the Woonerf Building Elevations – Building B and D – East elevations show steps along the grade. Please clarify what is happening at these points.	ok. Will provide clarification	

No.	Comments	Notes	Responsibility
	The 6-storey podium with proposed setbacks along Clair Rd. and Farley Dr. require reconsideration. If required setbacks cannot be achieved consider reducing the podium height to a lower level at 3rd or 4th storey.	<p>This item was discussed over a conference call with the city planning and urban design staff present. It is determined that further setbacks would negatively impact the units and layouts.</p> <p>We also believe the podium massing to be appropriate in the context of the proposal.</p>	SVN/ Bousfeilds
<b>Common Amenity</b>			
13	Staff would encourage the applicant to develop a variety of different programmed common amenity spaces at Level 7 for each building, especially if all roof tops are accessible by residents. Instead of similar configurations of raised planter beds and BBQ pits as represented in amenity plan drawings, consider - entertainment space, exercise area/yoga, table tennis/shuffle board, fire pit, etc. designed with acceptable mitigation measures to make such common amenity area spaces usable and efficient, as suggested based on findings of wind study and noise study.	Noted. We can certainly explore this further at SPA, however, Amenity layouts were only provided at this time to help provide a sense of scale and to demonstrate the quantity and quality of amenity spaces that are being allocated for here.	FCR
14	Additionally, clearly show/label on the drawings types of different indoor amenity areas as presented in the April, 2024 Amenity Concept Package. Ensure the same is continued through the Site Plan process and appropriate shared access measures are provided to the residents of all towers.	As per the above - it is typically very early in the process to develop this level of AMenity Concept. These layouts were provided only as supplemental information to discuss the quantum of amenity space provided. We will be providing these layouts as a part of the architectural plans during the site plan application process.	FCR
15	Based on the current submission, common amenity space required would be 14,420 sq.m. A stronger justification is required for a reduction of 40% is required. been presented; and given that the City Built Form Standards state that 'a reduction will only be supported by staff for those proposed developments along intensification corridors within 500m walking distance of a park with a minimum size of 1 hectare, it is currently not possible for staff to support such a significant reduction as proposed. Staff also do not agree to the proposed revision in the draft zoning by-law amendment to include private balconies and terraces in the common amenity space calculation.	<p>The proposed development provides for a 0.18 ha parkland contribution, which is integrated with the surrounding outdoor amenity area. Dallen Park is a 0.76 ha community park which is within a 200 m walk from the Subject Lands. Surrounding Dallen Park is 1.90 ha of open space owned by the Municipality and is planned for a future City Trail per Schedule 6 in the City's Official Plan. The proposed City Trail will provide a connection to the extensive existing trail system, including trail connections to Preservation Park.</p> <p>In addition to the above parkland contribution and acknowledgement of the surrounding parks and trails, the draft Zoning By-law Amendment has been revised to include a minimum private amenity space of 4.8 m<sup>2</sup> per unit. This will ensure each unit has dedicated amenity space immediately accessible to the unit. In addition to the private amenity space, new rooftop amenity space has been added to Buildings C and D, providing an additional 571 m<sup>2</sup>. In total, the development proposes 1,999 m<sup>2</sup> of indoor amenity space, 5,093 m<sup>2</sup> of outdoor amenity spaces and 5,732 m<sup>2</sup> of private amenity space. Overall, the development provides 4.8 m<sup>2</sup> per unit of private amenity space and 9.9 m<sup>2</sup> per unit of common amenity space. Based on the preliminary programming that was previously provided, and given the parkland contribution as well as the surrounding trail system, we believe a balanced and appropriate amount of amenity space has been provided for this development.</p>	MHBC

No.	Comments	Notes	Responsibility
16	Staff have concerns with the lack of at-grade common amenity space for Towers C and D. Consider increasing indoor amenity areas and providing roof-top amenity areas for these towers.	Rooftop amenity has been provided for towers C and D with a total of 601 sm of rooftop amenity space added to the overall amenity area.	FCR
17	There is some concern with the need to implement an acoustic glass wall against Farley Drive extension to satisfy the Noise Study mitigation requirements for the common amenity spaces. Please provide staff with some examples of where this exists.	Acknowledged. We will proceed with further coordination of this item during the SPA stage.	SVN
<b>Pedestrian Wind Assessment</b>			
22	With new landscape details, updated Wind Tunnel Study predicts the suitable wind conditions along this public plaza. This needs to be confirmed with precise calculations at Site Plan and appropriate mitigation measures as required to be provided.	Noted.	RWDI
<b>Trees and Landscaping</b>			
25	Landscape material upgrades such as concrete pavers are supported as they can create visual interest by adding colour and texture that breaks up larger hard surface areas, as well as can be used for wayfinding measures and user priorities, however, please ensure to specify products that have minimal chamfered edges within pedestrian zones to meet accessibility standards of the AODA.	Noted. Will continue to explore during SPA	SVN L
26	AODA compliant pedestrian crossings, street furniture is to be integrated into the design to provide inclusive design features.	Noted. Will continue to explore during SPA	SVN L
27	When designing common amenity area spaces at-grade, consider programming needs for residents with dogs (dog runs, dog relief areas, etc.), accessibility needs (inclusive design).	Noted. Will continue to explore during SPA	SVN L
28	LID measures are strongly encouraged such as rain gardens, bioswales, etc. that provide habitat and food for native insects and birds	Noted. We have proposed the implementation of LID (Low Impact Development) measurments on-site, including the installation of bioswales along the Poppy Drive streetscape. See L-100	SVN L
29	A minimum of 1 tree and 5 shrubs must be planted for every 45m2 of required landscaped area to ensure sufficient vegetative cover for pedestrian comfort and stormwater management.	Noted. We have incorporated additional trees as outlined in the Planting Plans L-500 and L-600.	SNV L
30	The proposed Redbud trees fronting Clair Road may not perform well due to north-west wind exposure. Consider alternative species that are more tolerant of the site conditions.	Noted. We have substituted the Redbud trees along Clair Road with large woody shrubs, specifically Amelanchier canadensis (Serviceberry), and have updated the Planting Plans L-500 and L-600 accordingly.	SVN
31	Ensure the commercial 'spill out' areas along Clair Road are considered when laying out trees and planting beds. Opportunities for patios and/or display spaces is important for the viability and success of these units.	Noted. We will further explore this during the SPA stage, once the interior commercial layout has progressed, to establish a proper indoor-outdoor connection with patios and display spaces.	SVN L
32	Please clarify why there are no soil cells proposed for trees at the north-west corner of Building B and along the length of Farley Drive Extension.	Soil cells have been added for the trees at the nort-west corner of building B. refer to L-500	SVN L
12	Please clarify why soil volumes were not recorded for the planter fronting Clair Road.	Noted. No tree soil volume is recorded for the planter along Clair Road, as there are no proposed trees; instead, we have proposed large woody shrubs. Additionally, the streetscape planting zone along Clair Road is designated as Soil Zone 1, as indicated on L-500.	SVN L
13	A well-conceived planting plan for all areas that is comprised with a majority of native species will be required, including common amenity area spaces on the 7th floor.	Acknowledged. We will provide further specifications for native planting species on the upper levels during the SPA stage.	SVN L

No.	Comments	Notes	Responsibility
	details related to the proposed bioswales and any specific plant species and soil composition is to be explored through Site Plan	Acknowledged. We will provide further specifications for the SPA stage.	SVN L
<b>Grading</b>			
	Slopes through both Building B common amenity spaces are a bit steep at 3.8% and 4.2%. Please strive to achieve 2% through programmable spaces.	Acknowledged. We have coordinated with the Civil team to integrate stairs and ensure lower percentage slopes throughout the outdoor amenity area	SVN L
	Details related to stairs leading up to townhouse units and integration into proposed landscape elements is to be explored further through Site Plan.	Acknowledged. We will provide further specifications for the SPA stage.	SVN L
<b>Site Plan Issues (As a part of the site plan process, further detailed comments will be discussed including:)</b>			
	<ul style="list-style-type: none"> <li>When considering the location of utilities such as hydro transformers, locations that are not fronting onto the public right of way, proposed public park, common amenity areas, Clair Road in particular. A utility plan will be required as part of the site plan application.</li> <li>Garbage storage and functionality that does not hinder outdoor common amenity spaces and programming.</li> <li>Wind and noise mitigation measures per finding of Wind and Noise study analysis.</li> <li>Accessibility related details to demonstrate conformity with the AODA.</li> <li>Programed outdoor common amenity areas for Level 7 for each building.</li> <li>Street furniture such as short-term bicycle parking, benches etc.</li> <li>Keep in mind bird-friendliness strategies in the design of the elevations.</li> <li>Rooftop mechanical screening details.</li> <li>Architectural details.</li> <li>Continued encouragement of LID systems.</li> <li>Sustainable Development Checklist will be required as part of the site plan process.</li> </ul>	Noted.	
<b>ENVIRONMENTAL PLANNING COMMENTS (dated: February, 2024)</b>			
<b>Ryan Hamelin, Environmental Planner</b>			
1	<p>Required: The proposed water balance is unclear and does not provide sufficient details on proposed changes to infiltration, run-off and evaporation from pre development (i.e., current condition) to post-development (i.e., proposed development). The water balance analysis also does not provide sufficient clarity on whether there will be changes in drainage patterns or outlet locations. The next submission must provide an updated water balance and associated analysis.</p> <p>Note: After conversation between Civil Go and Ryan Hamelin, the following clarification request was sent by R. Hamelin on November 11, 2025:</p> <p>1) The Post-Development Stormwater Catchment Area figure shows three catchments. My understanding is that runoff from all three catchments is directed to infiltration galleries and ultimately to the off-site SWM pond east of Hawkings Drive. Please confirm whether there is a single discharge point for the site or several. If there is a single discharge point, a single site water balance is sufficient. If there is more than one discharge, a site-based plus feature-based water balance should be provided.</p>	<p>1) There is a single outlet discharge-outlet; the existing 900mm-dia. Storm-sewer connection, which drains-to the off-site SWM Pond east of Hawkings Drive. This is discussed in Section 6.c. The site is divided into three distinct catchment areas, each representing a different surface type (imperviousness), but not outlet. Although these areas are categorized separately, they all ultimately discharge into the same outlet: the stormwater management pond. Therefore, the single site water balance analysis is sufficient.</p> <p>2) Revised accordingly – refer to FSR Table 4, page 20.</p> <p>3) Runoff volume for the interim condition is provided accordingly, in Appendix G and summarized in Table 4. Note that the tables do reflect an increase in runoff in the Interim and Post-Development scenarios, compared to existing, however with the mitigation provided by the infiltration galleries in the Interim and Post Development scenarios, the runoff is reduced compared-to the existing scenario. This is reflected in Table 4.</p>	CivilGO

No.	Comments	Notes	Responsibility
O	<p>2) Please provide a table(s) that shows the monthly breakdown of infiltration, evaporation and runoff from the 'interim' condition to the 'proposed condition.' Please include a row showing the volume change and the % between the two conditions. It would be fine if you want to also show the predevelopment condition in that table.</p> <p>3) Based on the tables provided within Appendix G, the annual runoff shown in the predevelopment condition is 4915m<sup>3</sup>, and in the post-development conditions, the runoff is 7865m<sup>3</sup>. The runoff for the interim conditions doesn't appear to be provided. From these tables, there seems to be a 60% increase in runoff from predevelopment conditions, and the change from the 'interim' conditions is unclear. Based on the text of section 6, I understand the post-development runoff calculation is without any mitigation measures; however, we require a calculation to be complete with mitigation measures included.</p>	<p>2) Revised accordingly – refer to FSR Table 4, page 20.</p> <p>3) Runoff volume for the interim condition is provided accordingly, in Appendix G and summarized in Table 4. Note that the tables do reflect an increase in runoff in the Interim and Post-Development scenarios, compared to existing, however with the mitigation provided by the infiltration galleries in the Interim and Post Development scenarios, the runoff is reduced compared to the existing scenario. This is reflected in Table 4.</p>	CivilGO
2	<p>Required: The Dewatering Assessment provided within the Hydrogeological Report does not provide sufficient details regarding the potential impacts of temporary construction dewatering and does not provide any proposed mitigation measures to avoid impacting the Natural Heritage System or Water Resource System. The projected Zone of Influence from construction dewatering seems to intersect with elements of the Natural Heritage System. Details should be provided on potential hydrologic impacts on the Natural Heritage System and mitigation methods.</p> <p>The Dewatering Assessment did not discuss discharge locations for construction dewatering. Please discuss potential discharge locations and, as appropriate, discuss the assimilative capacity of any receiving Natural Heritage Features. Please note that Environmental Planning's general preference for dewatering discharge is to be directed to the sanitary sewer if capacity is available.</p>	Please refer to updated dewatering section of Hydrogeological Report.	WSP
	Note: If a phased development approach is proposed, a water balance for each phase may be required through the Site Plan process.	Noted.	FCR
	Note: The Hydrogeological Investigation refers to the requirement for long-term water management for underground elements below the seasonal high groundwater level. The provided material indicates that a proposed water management system has not yet been developed. For Environmental planning purposes, water management and waterproofing details can be provided through Site Plan. However, permanent dewatering through a perimeter or underground drainage system, which may impact the Water Resource System or Natural Heritage System, will not be supported. Significant dewatering through a drainage system must be avoided through design, and any proposed dewatering must be considered within the water balance assessment.	Noted.	WSP



No.	Comments	Notes	Responsibility
	Note: The preliminary bird-friendly design details are appreciated. Details on the location of bird-friendly markings are to be confirmed through the Site Plan. However, it should be noted that based on the preliminary review of the in conjunction with the proposed landscape plans, additional areas of bird-friendly markings may be required	Noted. Will address at SPA	SVN
<b>ENGINEERING COMMENTS (dated: November, 2024)</b>			
<b>Michelle Thalen, Engineering Technologist III</b>			
<b>Traffic Services:</b>			
<b>Driveway Access:</b>			
1	In accordance with the zoning by-law, within any part of a sight line triangle (corner lot and driveway) area no building, structure, play equipment, statue, swimming pool/hot tub or parked motor vehicle shall be located. Within the sight line triangle, a fence, hedge, shrub or foliage may be located provided it does not exceed 0.8 metres above the level of the travelled portion of the street. In the response matrix its noted as "Noted. Subsequent site plan applications are expected to demonstrate protection for sight triangle." Staff will verify the sightline triangle in accordance with the zoning by-law requirements at the site plan application.	Noted.	BA
2	Proposed new driveway accesses must be designed in accordance with the City's Development Engineering Manual (DEM) standards. Comments response matrix notes "Noted. The proposed driveway accesses have been designed in accordance with the City's Development Engineering Manual (DEM) standards. Subsequent site plan applications are expected to demonstrate design measures proposed for the Site driveways". Key access details such as access width and access radius are missing on the site plan. Site plan must depict the access dimension in accordance with City's DEM and to be reviewed at the site plan application.	Noted. Updated architectural plans provide key access details, consistent with the City's DEM.	BA
3	New driveway access on Poppy Drive East must be aligned (centerline to centerline) with the existing residential driveway access (1888 Gordon Street) on the south side of Poppy Drive East. Comments response matrix notes "Noted. Driveways are proposed to be aligned and subsequent site plan applications are expected to continue to demonstrate alignment of driveway accesses". Centerline driveway alignment must be depicted on the plans.	Driveways are proposed to be aligned. Existing residential driveway access has now been picked up by surveyor and the alignment has been confirmed. Please refer to updated architectural plans.	FCR/ SVN
4	As acknowledged in response to comments matrix dated August 2024, existing Transit Stop (6100 Poppy Drive at Hawkins Drive) to be relocated at developers cost. Exact location and detailed design of the new transit pad will be reviewed and constructed as part of the site plan approval process.	Noted.	FCR
<b>Protected Crossing Facility on Poppy Drive East and Hawkins Drive:</b>			
	The study recommends a protected crossing facility on Poppy Drive East either at Hawkins Drive or Farley Drive extension as an appropriate measure to address existing conditions and concerns. It further notes that a protected crossing facility could be facilitated by either all-way stop or by a Pedestrian Crossover (PXO). The City follows the Ontario Traffic Manual (OTM) to review the feasibility of all-way stop control and PXO's. The City will continue to monitor the needs for future improvements for safe crossing and traffic operations.	Noted.	FCR
<b>Curb Extensions and Internal Roadway:</b>			
	Proposed curb extensions at the internal east-west street and internal north-south street intersection will reduce the travel lane width and enhance pedestrian crossing distance while improving pedestrian safety. A 7.0m wide drive aisle width is proposed at the curb extensions. Review and further extend the curb extension to achieve 6.5m drive aisle width at the curb extensions. TIS comments response matrix notes "updated architectural plans provided in Appendix A indicates a reduce drive aisle width at the curb extension of 6.5m. However, narrower (6.5m) internal roadway width is missing between the curb extensions.	Updated architectural plans illustrate the 6.5 m curb-face to curb-face drive aisle dimension at the curb extensions	BA

No.	Comments	Notes	Responsibility
<b>Clair Road East:</b>			
	The City is currently developing Complete Streets Design Guidelines expected for publication in 2024. The guidelines will include a Multi-Modal Level of Service (MMLOS) tool. These documents may become available and in effect during the development application review process. Guelph Transit staff have identified the need to add a bus shelter to stop #6098 on Clair Road East at Hawkins Drive (eastbound). Proponent to review the feasibility of providing the desired shelter fully or partially within the proposed development limits at the site plan approval stage. Transit shelter would further support the use of transit for future residents of the proposed development. As acknowledged in TIS response dated August 2024, details regarding the feasibility of the bus shelter location to be reviewed at the site plan approval stage.	Noted.	BA
<b>Response to City Comments:</b>			
	Planning comments responses, Urban Design and Landscape Comments will be reviewed and commented on by Planning Staff.		
	Subsequent Site plan applications shall continue to confirm that drivers' sightline be free of obstructions. Vegetation within the sight triangle must not exceed 0.8 meters above the level of the travelled portion of the street. Details to be reviewed at the site plan review process.	Noted.	
	On-street parking is proposed along the internal road. Parking space dimensions must be provided in accordance with the zoning by-law. Parallel parking spaces are to be minimum of 6.5m long. However, proposed parallel parking spaces along the internal roads are only 6.0m in length.	<p>The proposed parallel parking spaces have a length of 6.5 m, consistent with the Zoning By-law requirements. Updated architectural plans provided in Appendix A illustrate the dimensions of proposed parallel parking spaces, and have been revised to dimension the entirety of the proposed curbside pick-up / drop-off facilities, rather than a conceptual module.</p> <p>As part of subsequent site plan applications, signage plans will be provided that clearly distinguish proposed non residential parking spaces from proposed curbside pick-up / drop-off facilities.</p> <p>The proposed parking strategy for the Site is discussed in greater detail in Section 6.4 of the 2025 Transportation Report.</p>	BA/ SVN
<b>Section 7: Vehicular Parking Consideration</b>			
	Parking demand and supply will be reviewed and commented on by Planning Staff	It is our understanding that parking supply concerns have now been met.	FCR
<b>Transportation Demand Management</b>			
8	The proposed development is situated in a walkable, bikeable, transit-friendly area. Sustainable Transportation staff are generally supportive of the TDM measures outlined in Section 10, that will support residents, employees and visitors to choose sustainable modes of transport	Noted.	FCR
	Detailed design of sustainable transportation features, such as bike parking, electric vehicle parking and connections to sidewalks and cycling facilities within the Right of Way (ROW), can be discussed at the site plan stage. Staff will be looking to ensure the bicycle parking is suitable for a range of users (i.e. a variety of bike racks to suit different bicycle styles and user needs). As acknowledged in TIS response to comments dated August 2024, detailed design of sustainable transportation features will be reviewed at site plan application.	Noted.	BA

No.	Comments	Notes	Responsibility
<b>Municipal Services:</b>			
<b>Servicing Capacity:</b>			
	The servicing capacity analysis was completed, and comments provided with the last submission. The response matrix supplied by the applicant acknowledged the results of the analysis. Please note that although the entire site as currently proposed is found to have sufficient capacity within the existing model, staff will require the review of the available capacity prior to approval of each phase of the development.	Noted.	CivilGO/ FCR
<b>Proposed Site Servicing:</b>			
13	The proposed reuse of the existing onsite services and clarity within the FSR with regards to future easements (if necessary) has demonstrated that the development can be adequately serviced by municipal infrastructure as identified in the City's Zoning Bylaw. Please note that at the time of site plan, a bulk water meter will be required for the site in accordance with the DEM – refer to section 6.3.3(13).	Noted.	CivilGO/ FCR
<b>Stormwater Management:</b>			
14	The proposed stormwater management of the site includes utilizing the existing stormwater service that outlets to the municipally owned stormwater management pond located adjacent to Hawkins Drive. The proposal also includes reuse of the existing underground infiltration gallery (D-Raintank system) that was designed to capture and infiltrate the east parking area as well as the introduction of a new gallery/retention system adjacent to the existing gallery. Please note that the bottom elevation of any new infiltration galleries should be set at a minimum distance of one meter higher than the established seasonal high groundwater level as determined by the data collected after four seasons of groundwater monitoring is completed. Infiltration testing for the soils underlying any new infiltration galleries shall be done at the time of site plan in accordance with the City of Guelph's Development Engineering Manual (DEM) section 5.7.8.	Noted.	CivilGO/ FCR
<b>Grading:</b>			
15	The design has demonstrated that the grading of the site will reflect the existing conditions of the neighbouring properties and the right-of-way.	Noted.	CivilGO/ FCR
<b>Hydrogeological Assessment:</b>			
	It is understood through the text that future monitoring events will occur to obtain the seasonal high groundwater elevations. The reviewer reminds the author that as per the City's Development Engineering Manual (DEM) that one full year of monitoring data is required in addition to depicting this data graphically via hydrograph in future submissions on this file. (Section 4.2.7; Page 5).	Noted. This monitoring is nearly complete. Will send updated information within the coming month.	WSP/ FCR
	Please provide a statement within the report confirming if a Certificate of Property Use (CPU) is on the property's title or not	A Certificate of Property Use (CPU) is not on the Property's Title.	FCR
<b>Environmental Engineering:</b>			
	No contamination was identified in soil; groundwater was not sampled.	Noted.	

No.	Comments	Notes	Responsibility
	<p>A Record of Site Condition (RSC) is required to be submitted to and approved by the Ministry of the Environment Conservation and Parks (MECP) in accordance with O. Reg. 153/04 (as amended), and in accordance with the City's "Guideline for Development of Contaminated or Potentially Contaminated Sites"(Guidelines), for this development.</p> <p>The Owner/Developer will be required to fulfill the following prior to approval of zoning bylaw amendment: Submit to the City proof of MECP RSC acknowledgement and filing (i.e., approval) for the Property/proposed development. Provide to the City all environmental reports prepared for the RSC filling including but not limited to:</p> <ul style="list-style-type: none"> <li>Phase One ESA (already provided)</li> <li>Phase Two ESA (already provided)</li> <li>Risk Assessment (if required)</li> <li>Remediation Reports (if required)</li> </ul>	Noted. RSC is in the process of being filed. Will follow up with MECP RSC proof of filing shortly.	FCR
<b>Noise Feasibility Study:</b>			
	Engineering staff do not have any comments about the report as currently presented. Details regarding the noise attenuation walls will need to be submitted in accordance with the City's "Noise Control Guidelines" at the time of site plan.	Noted.	
<b>SOURCE WATER PROTECTION COMMENTS (dated: November, 2024)</b>			
<b>Peter Rider, Source Water Risk Management Official</b>			
	Note: The subject lands are located within a well head protection area (WHPA), WHPA-C with a 4-vulnerability score. As such, geothermal can be considered for this site. Details to be explored and discussed further through the site plan process.	Noted.	FCR
<b>PARKS PLANNING COMMENTS (dated: November, 2024)</b>			
<b>Mathieu Alain, Park Planner</b>			
1	<p>Parkland Dedication: As previously noted, Park and Trail Development require parkland dedication for this development. The minimum Parkland Dedication required is 0.18 hectares in accordance with the Planning Act s.42, City of Guelph Official Plan Policy 7.3.5.1. and the City of Guelph Parkland Dedication By-law (2022) 20717, as amended by By-law (2024)–20860 or any successor thereof.</p> <ul style="list-style-type: none"> <li>• Parks and Trail Development staff acknowledge that the proposed 1800m<sup>2</sup> Park Block as identified on the Landscape Plan satisfies the requirements related to park size based on number of units proposed in the current submission.</li> <li>• The Park Block should be conveyed in phase 1.</li> </ul>	Noted.	FCR
2	<p>Demarcation: As previously noted, staff are of the opinion that demarcation is not required between the private property and the proposed park. However, if the applicant prefers to include the proposed 1.2m height metal privacy fence along the north property line of the park, please ensure it is located on private property a minimum of 0.15m from the shared property line.</p> <ul style="list-style-type: none"> <li>• Further discussion about connections between the park and private outdoor amenity space to the north of the park may be required (i.e.: location of walkways or gates that bisect the proposed privacy fence).</li> </ul>	Noted.	FCR

No.	Comments	Notes	Responsibility
3	<p>Landscape Plan: Please clarify the limit of the underground parking structure. The Comment Response Matrix response from MHBC to Parkland Dedication comments reads “The parking structure does not encroach into the parkland dedications. The parking garage is setback 5.5m for the parkland limits.” However, it appears that the limit of the underground parking structure shown on Landscape Plan encroaches 2m inside the limits of the proposed park along the north property line.</p> <ul style="list-style-type: none"> <li>• Further discussion is required to ensure that the proposed location of the park and underground parking structure meets the intent of City policies related to encumbered land.</li> <li>• Please provide information related to the proposed youth play zone located in the private outdoor amenity space to the north of the park to assist Park and Trail Development staff with programming for the Park Block. Is this playground shown conceptually or is it intended to be installed as part of phase 1 of development?</li> </ul>	<p>Landscape plans have been updated to reflect the limits of the underground.</p> <p>We acknowledge and confirm parkland dedication will be unencumbered.</p> <p>The playground is shown conceptually. This programming cannot be confirmed until SPA.</p>	FCR
4	<p>Functional Grading Plan: Parks are to contain a minimum of 80% table land with a range of 2% to 5% slopes as described in the Development Engineering Manual 5.3.21 and the City of Guelph Official Plan 7.2.3.4.v).</p> <ul style="list-style-type: none"> <li>• Some of the proposed grades within the Park Block exceed 5%.</li> </ul> <p>Further discussion will be needed during the Site Plan application process to confirm that the grades within the park meet the intent of City policies.</p>	Noted.	FCR
5	<p>Functional Servicing Plan: The Park Block must satisfy the basic parkland development requirements identified in the Development Charges Background Study Appendix E: Local Service Policy.</p> <ul style="list-style-type: none"> <li>• Provide a minimum of one catch basin manhole at the low point of the park block in phase 1.</li> </ul>	Revised accordingly. Refer to Drawings CV-101, CV-102, CV-103.	CivilGo
	<p>Based on the information available, the following conditions for Development approval are recommended:</p> <p>Prior to Site Plan Approval:</p> <ol style="list-style-type: none"> <li>1. The Owner shall dedicate the Park Block for park purposes to the City to the satisfaction of the Deputy CAO of Public Services or their designate, pursuant to s. 42 of the Planning Act and in accordance with the City of Guelph Parkland Dedication By-law (2022) 20717, as amended by By-law (2024)–20860 or any successor thereof, prior to issuance of any building permits as part of phase 1 of the development.</li> <li>2. The Developer shall be responsible for the cost of design and development of the Basic Parkland Development according to the City of Guelph’s Development Charges Background Study Appendix E: Local Service Policy, which includes servicing including water, hydro, stormwater, sanitary, electrical, fibre/phone, meter and meter boxes connected to a point just inside the property line, catch basins, culverts, manholes and other drainage structures, clearing and grubbing, only where impediments that would inhibit the suitability of parkland exist, any other associated infrastructure (minor bridges and abutments, guard and hand rails, retaining walls) as required to bring the land to a suitable level for development as a parkland, topsoil stripping, rough grading, supply and placement of topsoil and engineered fill to required depths and fine grading, sodding, only where parkland is divided between more than one separate development application or is part of more than one phased application within the same development parcel, temporary perimeter fencing where there is no permanent fence, temporary park sign(s) advising future residents that the site is a future park, and permanent ...</li> </ol>	Noted.	FCR

# **Appendix 7**

**POLICY**

**ASSESSMENT TABLE**



## Appendix 6 – Policy Assessment of Proposed Modifications

**Table 1: Planning Act, R.S.O. 1990 (Planning Act) - Assessment of Provincial Interests**

Section		Matters of Provincial Interest	Assessment
Part I- Provincial Administration			
Provincial Interest			
Section 2			
2	The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,		The proposed development will make efficient use of the existing and planned public transit infrastructure in the area.
	(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;		
	(h) the orderly development of safe and healthy communities;		The proposal supports the creation of safe and healthy communities that are accessible, walkable, and lively.
	<i>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i>		It is the intension that the development will follow all relevant requirements of the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act. These matters will be addressed at the Site Plan and the Building Permit stage.
	<i>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</i>		Recreational, social, and cultural amenities, including a community park, will be provided as part of the proposal.
	<i>(j) the adequate provision of a full range of housing, including affordable housing;</i>		The proposed development will incorporate a range and mix of housing options, diversifying the housing stock available to the community.

Section	Matters of Provincial Interest	Assessment
	<i>(k) The adequate provision of employment opportunities;</i>	The proposal will incorporate at-grade commercial uses that provide employment opportunities to achieve the mixed-use goals of the Subject Lands.
	<i>(l) the protection of the financial and economic well-being of the Province and its municipalities;</i>	The proposal will be supported by existing servicing and roadways, limiting additional costs to the province or municipal.
	<i>(p) the appropriate location of growth and development;</i>	The Subject Lands are located in a 'Strategic Growth Area' within a 'Commercial Mixed-Use Centre' as per OPA 80 of the City of Guelph Official Plan. Lands in these areas are intended to accommodate higher density transit-supportive mixed-use developments.
	<i>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i>	The proposed development incorporates transit-supportive densities, located in proximity to local transit, that connect residents to the surrounding community.
	<i>(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i>	The proposed development well-designed in a manner utilizes compact design elements that are compatible with the surrounding community, that invoke a sense of place and promote a vibrant public realm. Public spaces, including the public park, have been designed to be accessible, safe, visually appealing, and enjoyable.

**Table 2: Provincial Policy Statement, 2024**

Section Proposed PPS Policy Statement, 2024		Assessment
Section 2- Building Homes, Sustaining Strong and Competitive Communities		
Section 2.1 – Planning for People and Homes		
<b>2.1.2</b>	<i>Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.</i>	The proposed OPA and ZBA will allow for the redevelopment of the Subject Lands with high-density residential mixed-use development that supports the City in achieving their provincial and municipal targets.
<b>2.1.3</b>	<i>At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.</i>	The Subject Lands are located in a Settlement Area, intended for development. The proposed mixed-use development responds to the goals for settlement areas through adequately contributing to the required growth targets.
<b>2.1.4</b>	<i>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</i> <i>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and</i> <i>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</i>	The proposal supports the achievement of complete communities through incorporating a range of complementary uses, such as diverse housing options, commercial uses, and parks, that are each accessible by transit.

Section	Proposed PPS Policy Statement, 2024	Assessment
<b>2.1.6</b>	<p><i>Planning authorities should support the achievement of complete communities by:</i></p> <ul style="list-style-type: none"> <li><i>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</i></li> <li><i>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</i></li> </ul>	<p>The proposal supports the achievement of complete communities through introducing high density residential and commercial uses that contribute to the mix of uses and range of housing options and employment opportunities in the City of Guelph that are accessible through existing transportation infrastructure. The proposal also provides a 1,800 square metres of public parkland, in addition to 5,093 square metres of outdoor amenity area, each of which is accessible to those of all ages and abilities.</p>
<b>Section 2.2 – Housing</b>		
<b>2.2.1</b>	<p><i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</i></p> <ul style="list-style-type: none"> <li><i>b) permitting and facilitating:</i> <ul style="list-style-type: none"> <li><i>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</i></li> <li><i>2. all types of residential intensification, including the conversion of existing commercial and institutional buildings for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units in accordance with policy 2.3.1.3;</i></li> </ul> </li> </ul>	<p>Redeveloping and intensifying the Subject Lands through creating a mixed-used development that features a range of unit sizes and amenities, will diversify the housing stock in the City to meet the needs of current and future residents. The commercial component of the Subject Lands will provide for employment opportunities to support the surrounding community.</p>

Section	Proposed PPS Policy Statement, 2024	Assessment
	c) <i>promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;</i>	Through integrating higher density uses, the proposal maximizes the efficiency of the Subject Lands while promoting the use of active transit.
<b>Section 2.3 – Settlement Areas and Settlement Area Boundary Expansions</b>		
<b>Section 2.3.1 – General Policies for Settlement Areas</b>		
<b>2.3.1.1</b>	<i>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</i>	The Subject Area is located within the Settlement Area as identified on Schedule 1a of the City of Guelph Official Plan. Schedule 1a of the City of Guelph Official Plan also designates the site as being within the delineated built boundary and within a Strategic Growth Area.
<b>2.3.1.2</b>	<i>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i> a) <i>efficiently use land and resources;</i> b) <i>optimize existing and planned infrastructure and public service facilities;</i> c) <i>support active transportation;</i> d) <i>are transit-supportive, as appropriate;</i>	The proposed mixed-use development has an FSI of 3.75, achieving a density that optimizes existing and planned resources and infrastructure, and supports local and active transit.
<b>2.3.1.3</b>	<i>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</i>	The proposed mixed-use development promotes the creation of complete communities through broadening the range of housing available to the community that is supported by existing public services and infrastructure.

Section	Proposed PPS Policy Statement, 2024	Assessment
<b>2.3.1.4</b>	<i>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</i>	The Guelph Official Plan forecasts a population of 208,000 people by 2051. The proposed mixed-use development, located within a Strategic Growth Area, is an area which is intended to accommodate growth to assist will meeting provincially required population growth targets.
<b>Section 2.4 – Strategic Growth Areas</b>		
<b>Section 2.4.1 – General Policies for Strategic Growth Areas</b>		
<b>2.4.1.2</b>	<p><i>To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:</i></p> <ul style="list-style-type: none"> <li><i>a) to accommodate significant population and employment growth;</i></li> <li><i>b) as focal areas for education, commercial, recreational, and cultural uses;</i></li> <li><i>c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and</i></li> <li><i>d) to support affordable, accessible, and equitable housing.</i></li> </ul>	The proposal exceeds the minimum density targets of the Strategic Growth Area through achieving a net density of 351 units per hectare on the portion of the lands proposed for redevelopment. The proposed mixed-use development has been designed to maintain compatibility with the surrounding community, while incorporating innovative built form and scale.
<b>Section 2.9 – Energy Conservation, Air Quality and Climate Change</b>		
<b>2.9.1</b>	<p><i>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:</i></p> <ul style="list-style-type: none"> <li><i>a) support the achievement of compact, transit-supportive, and complete communities;</i></li> </ul>	The proposal supports efforts to mitigate climate change through providing a redevelopment that is compact, transit-oriented, and co-locates a range of amenities.



Section	Proposed PPS Policy Statement, 2024	Assessment
Section 3 – Infrastructure and Facilities		
Section 3.1 – General Policies for Infrastructure and Public Service Facilities		
3.1.1	<p><i>Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:</i></p> <p><i>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</i></p> <p><i>b) leverage the capacity of development proponents, where appropriate; and</i></p> <p><i>c) are available to meet current and projected needs.</i></p>	<p>The proposal will be supported by existing and expanded municipal infrastructure servicing, which will be at the cost of the developer. An assessment of availability and capacity demonstrates that the development is viable and will meet the needs of the projected population, as explained in the FSR prepared by Civil Go Engineering.</p>
3.1.2	<p><i>Before consideration is given to developing new infrastructure and public service facilities:</i></p> <p><i>a) the use of existing infrastructure and public service facilities should be optimized; and</i></p> <p><i>b) opportunities for adaptive re-use should be considered, wherever feasible.</i></p>	
Section 3.2 – Transportation Systems		
3.2.1	<p><i>Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.</i></p>	<p>The proposed development has efficiently and safely organized the internal road network, including the provision of a connected pedestrian system and connects to the existing road network.</p>
3.2.2	<p><i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i></p>	

Section	Proposed PPS Policy Statement, 2024	Assessment
<b>3.2.3</b>	<i>As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.</i>	
<b>Section 3.6 – Sewage, Water and Stormwater</b>		
<b>3.6.1</b>	<p><i>Planning for sewage and water services shall:</i></p> <ul style="list-style-type: none"> <li><i>a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;</i></li> <li><i>b) ensure that these services are provided in a manner that:</i> <ul style="list-style-type: none"> <li><i>1. can be sustained by the water resources upon which such services rely;</i></li> <li><i>2. is feasible and financially viable over their life cycle;</i></li> <li><i>3. protects human health and safety, and the natural environment, including the quality and quantity of water; and</i></li> <li><i>4. aligns with comprehensive municipal planning for these services, where applicable.</i></li> </ul> </li> <li><i>c) promote water and energy conservation and efficiency;</i></li> <li><i>d) integrate servicing and land use considerations at all stages of the planning process;</i></li> <li><i>e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and</i></li> <li><i>f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.</i></li> </ul>	As noted in the FSR and SWM Report, prepared by Civil Go Engineering, provided in support of this application, the existing sanitary sewers, storm sewers and watermain sewers will be utilised for the proposed development along with the existing stormwater pond.

Section	Proposed PPS Policy Statement, 2024	Assessment
3.6.8	<p><i>Planning for stormwater management shall:</i></p> <ul style="list-style-type: none"> <li><i>a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</i></li> <li><i>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</i></li> <li><i>c) minimize erosion and changes in water balance including through the use of green infrastructure;</i></li> <li><i>d) mitigate risks to human health, safety, property and the environment;</i></li> <li><i>e) maximize the extent and function of vegetative and pervious surfaces;</i></li> <li><i>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</i></li> <li><i>g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.</i></li> </ul>	<p>As noted in the FSR and SWM Report, prepared by Civil Go Engineering, provided in support of this application, the existing sanitary sewers, storm sewers and watermain sewers will be utilised for the proposed development along with the existing stormwater pond</p>
<b>Section 3.9 – Public Space, Recreation, Parks, Trails and Open Space</b>		
3.9.1	<p><i>Healthy, active, and inclusive communities should be promoted by:</i></p> <ul style="list-style-type: none"> <li><i>a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></li> </ul>	<p>As noted in the Urban Design Brief prepared by Bousfields, the proposal provides for an exemplary quality of public realm improvements, including the central shared woonerf, carefully landscaped transitions at grade-related residential uses, and the southerly greening of the site extending east to the proposed public park. Together, these landscape elements will provide a comprehensive, consistent, and coherent streetscape and open</p>

Section	Proposed PPS Policy Statement, 2024	Assessment
		<p>space system that helps to define and animate the street edges and visually improve the subject site as a whole.</p> <p>Further, an important objective is to foster an animated and activated public realm that is safe and accessible, enhanced through the introduction of open space elements such as:</p> <ul style="list-style-type: none"> <li>• centralized amenity courtyards or plazas within each phase or development block to provide opportunities for active and passive recreation and social interaction;</li> <li>• well-connected hard and soft landscaped walkways and open areas; and</li> <li>• street trees and coordinated street furnishings.</li> </ul>
	<p><i>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</i></p>	<p>The proposed development provides 1,800 square metres of public parkland, in addition to 5,093 square metres of outdoor amenity area, each of which is accessible to those of all ages and abilities. The proposed development is also located near active transportation routes along Clair Road East and Gordon Street.</p>

**Table 3: City of Guelph Current Official Plan**

Section	Official Plan Policy	Assessment
<b>Section 1 – Introduction</b>		
<b>Section 1.3 – Interpretation – Amendments to the Plan</b>		
<b>1.3.14</b>	<p><i>When considering an application to amend the Official Plan, Council shall consider the following matters:</i></p> <ul style="list-style-type: none"> <li><i>i. The conformity of the proposal to the strategic directions of this Plan and whether the proposal is deemed to be in the overall interest of the City;</i></li> <li><i>ii. Consistency with applicable provincial legislation, plans and policy statements;</i></li> <li><i>iii. Sustainability of the site or area for the proposed use, particularly in relation to other sites or areas of the city;</i></li> <li><i>iv. Compatibility of the proposed use with adjacent land use designations;</i></li> <li><i>v. The need for the proposed uses, in light of projected population and employment targets;</i></li> <li><i>vi. The market feasibility of the proposed use, where appropriate;</i></li> <li><i>vii. The extent to which the existing areas of the city designated for the proposed use are developed or are available for development;</i></li> </ul>	<p><i>By the year 2051, Guelph is forecast to have a population of 208,000 people.</i> The proposed mixed-use development, located within a Strategic Growth Area, is an area which is intended to accommodate growth to assist will meeting provincially required population growth targets.</p> <p>The proposed development also achieves transit-supportive densities in proximity to local transit services.</p> <p>The development also integrates sustainable design features Green Infrastructure and Low-Impact-Development technologies. The most up-to-date generation of stormwater filters will be installed in the Development such that stormwater runoff and snowmelt leaving the Site is 'cleaned' of suspended solids prior to entering the natural environment. Infiltration strategies such as infiltration tanks/galleries will be utilized to mimic the groundwater table recharge characteristics of the site, prior to development.</p>

	<p><i>viii. The impact of the proposed use on sewage, water and solid waste management systems, the transportation system, community facilities and the Natural Heritage System;</i></p> <p><i>ix. The financial implications of the proposed development;</i></p> <p><i>x. Other matters as deemed relevant in accordance with the policies of this Plan.</i></p>	
<b>Section 3 – Planning a Complete and Healthy Community</b>		
<b>Section 3.1 – Complete and Healthy Community</b>		
<b>3.1.1</b>	<p><i>Planning to support the achievement of complete communities, as a central theme to this Plan, is focused on the achievement of a well designed, compact, vibrant city that meets people’s needs for daily living throughout their lifetime by providing:</i></p> <ul style="list-style-type: none"> <li><i>i. a variety of employment opportunities in appropriate locations;</i></li> <li><i>ii. a full range and mix of housing options and densities to accommodate a range of incomes and household sizes;</i></li> <li><i>iv. High quality publicly accessible open space and adequate parkland opportunities for recreation including trails and other recreational facilities;</i></li> <li><i>v. Convenient access to a range of transportation options including public transit and active transportation.</i></li> </ul>	<p>The proposed mixed-use development has been thoughtfully designed to support the achievement of complete communities that are compact, liveable, and vibrant. The proposal provides commercial space that stimulates the local economy and creates employment opportunities, housing that meets a diverse range of needs, access to high quality open space, and connections to local and active transportation.</p>
<b>3.1.2</b>	<p><i>This Plan recognizes that components of land use planning influence human health, activity and social well-being. The policies of this Plan are collectively aimed at designing the built environment in a manner that will promote sustainable, healthy, active living while mitigating and adapting to the impacts of a changing climate.</i></p>	<p>The proposed development is compact and transit-oriented to serve not only human health and social well-being, but also environmental sustainability.</p>



Section 3.2 – Population and Employment Forecasts		
3.2.1	<i>By the year 2051, Guelph is forecast to have a population of 208,000 people. The rate of growth will be moderate, steady, and managed to maintain a compact and human-scale city.</i>	The proposed residential development will support the City in meeting the needs of the forecasted population growth.
3.2.4	<i>The City will plan and provide for a diverse and compatible mix of land uses, including residential and employment uses to support vibrant communities.</i>	The proposal provides 715 residential units, and 2,127 square metres of commercial space that contribute to the range of uses available to the community.
3.3 – Housing Supply		
3.3.1	<p><i>To provide for an appropriate range and mix of housing options and densities to meet projected requirements of current and future residents, the City shall:</i></p> <ul style="list-style-type: none"> <li><i>i. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, on lands which are designated and available for residential development; and</i></li> <li><i>ii. maintain at all times, where new development is to occur, land with servicing capacity sufficient to provide at least a 3-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment and land in draft approved and registered plans.</i></li> </ul>	The Subject Lands are located within a Strategic Growth Area intended to accommodate residential intensification within the City of Guelph.

### Section 3.6 – Strategic Growth Areas

<b>3.6.1</b>	<i>Strategic growth areas are identified on Schedule 1a of this Plan and include Downtown. Strategic Growth Areas, other than Downtown, are classified as community mixed-use nodes or intensification corridors. Strategic growth areas will be planned to provide for higher density mixed-use development in proximity to transit services.</i>	The proposed mixed-use development, located within a Strategic Growth Area, achieves transit-supportive densities in proximity to local transit services.
<b>3.6.2</b>	<i>Strategic growth areas provide a focus for investment in transit, other infrastructure and public service facilities to support forecasted growth while supporting a more diverse range and mix of housing options.</i>	The proposal incorporates compact housing options that diversify the housing stock available to the community.
<b>3.6.3</b>	<p><i>Strategic growth areas will be planned and designed to:</i></p> <ul style="list-style-type: none"> <li><i>i. achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;</i></li> <li><i>ii. be well served by transit and facilitate pedestrian and cycling traffic;</i></li> </ul>	The proposed residential development optimizes the location of the Subject Lands in close proximity to transit, through integrating higher densities that promote the use of local transit.
<b>3.6.3</b>	<ul style="list-style-type: none"> <li><i>iii. provide mixed-use development in a higher density, compact form that supports walkable communities and live/work opportunities; and</i></li> <li><i>iv. provide a mix of residential, office, institutional, and commercial uses that allows for a range of housing options and services.</i></li> </ul>	The mixed-use development supports the creation of a vibrant, walkable, and active community through incorporating higher-density residential uses supported by at-grade commercial space.

<b>3.6.6</b>	<p><i>The following strategic growth areas are classified as Community Mixed-Use Nodes and will be planned to achieve the following density targets at build-out:</i></p> <table><tr><th><b>Node</b></th><th><b>Density Target</b></th></tr><tr><td><i>Gordon Street &amp; Clair Road</i></td><td><i>130 residents and jobs per hectare</i></td></tr></table>	<b>Node</b>	<b>Density Target</b>	<i>Gordon Street &amp; Clair Road</i>	<i>130 residents and jobs per hectare</i>	The proposed development surpasses the density targets for the Gordon Street & Clair Road node through achieving a density of 351 units per hectare (not including the commercial component).
<b>Node</b>	<b>Density Target</b>					
<i>Gordon Street &amp; Clair Road</i>	<i>130 residents and jobs per hectare</i>					
<b>3.6.7</b>	<p><i>Community Mixed-use Nodes are intended to realize, in the long term, an urban village concept through a mix of uses in a compact urban form with a Main Street area and attractive private and public open spaces, such as urban squares.</i></p>	The proposal supports the intended character of the Community Mixed-use Nodes through providing a compact urban development that includes a mix of uses, and inviting private and public open spaces.				
<b>3.6.8</b>	<p><i>Community Mixed-use Nodes will evolve over the Plan horizon and beyond through intensification and redevelopment to provide a compact built form.</i></p>	The proposed development intensifies the site, redeveloping it with a compact built form.				
<b>3.6.9</b>	<p><i>New major development within areas identified as strategic growth areas will demonstrate through concept plans how the proposed development meets the policies and objectives of this Plan.</i></p>	This Planning Justification Report provides reviews and address how the proposed concept meets the policies and objective of this plan.				
<b>3.6.10</b>	<p><i>Concept plans will be developed by the City or by a development proponent in consultation with the City prior to the approval of new major development proposals within strategic growth areas. The concept plan will include but not be limited to the following:</i></p> <ul style="list-style-type: none"><li><i>i. linkages between properties, buildings and uses of land both within and adjacent to the strategic growth area;</i></li><li><i>ii. identification of an appropriate location for a Main Street area within Community Mixed-use Nodes;</i></li></ul>	<p>The proposed concept plan provides for pedestrian linkages between the proposed building on the site and surrounding area. Walkways, internal to the site have been included to provide pedestrian connection from Clair Road East to the parkland. This concept plan also provides for east-west pedestrian connection internally, connecting Hawkins Drive to the existing commercial area. Pedestrian walkways have been provided surrounding the external of the development area.</p> <p>Buildings along Clair Street, and partially along Farley Drive, provide for an active retail corridor and pedestrian friendly design.</p>				

	<ul style="list-style-type: none"> <li>iii. <i>locations of new public and/or private streets and laneways;</i></li> <li>iv. <i>locations of open space such as urban squares;</i></li> <li>v. <i>general massing and location of buildings that establish a transition to the surrounding area;</i></li> <li>vi. <i>pedestrian, cycling and transit facilities;</i></li> </ul>	<p>A Woonerf is proposed internal to the site, providing a connection from the east-west driveway to Poppy Drive East and the parkland. The Woonerf has the ability to be closed to vehicular traffic and be used as a large public space. Public spaces, including the public park, have been designed to be accessible, safe, visually appealing, and enjoyable.</p> <p>The proposed buildings have been oriented as to minimize and shadow impacts to the surrounding area. In addition, the building provide for appropriate transition to the surrounding residential by providing the tallest height along Clair Road East and decreasing in height closer to Poppy Drive East.</p> <p>All of the proposed building have incorporated short term bicycle storage at grade and long term storage internal to each building.</p>
<b>3.6.11</b>	<i>Applications for Zoning By-law amendments and site plans, or any phases thereof, for properties subject to a concept plan shall demonstrate to the City's satisfaction that the proposed development is generally consistent with the concept plan.</i>	This Zoning By-law Amendment includes site specific amendments to facilitate the development as demonstrated through the concept plans provided.
<b>Section 3.7 – Designated Greenfield Areas</b>		
<b>3.7.1</b>	<i>The designated greenfield area is identified on Schedule 1a of this Plan. The designated greenfield area will be planned and designed in a manner which will contribute to the City's overall vision for the achievement of diverse and complete communities. Development within the greenfield area must be compact and occur at densities that support walkable communities, cycling and transit and promote live/work opportunities.</i>	The Subject lands is located within the designated Greenfield Area, as shown in Figure 6. The proposal will support the City's goal for diverse and complete communities through incorporating higher residential that are compact and encourage active mobility.
<b>3.7.2</b>	<i>The minimum density target for the designated greenfield area is 68 residents and jobs combined for hectare to be achieved by the year 2051.</i>	The proposal surpasses the City's density target for the designated greenfield area through achieving a density of 351 units per hectare for the redevelopment portion of the Subject Lands.

<p><b>3.7.3</b></p>	<p><i>The designated greenfield area will be planned and designed to:</i></p> <p><i>i. ensure that new development is designed to promote energy conservation, alternative and/or renewable energy systems and water conservation;</i></p> <p><i>ii. create street configurations, densities and an urban form that supports walking, cycling and the early integration and sustained viability of transit services;</i></p>	<p>The proposed development has a compact urban form that places residents in close proximity to existing and planned employment, community, and retail uses, minimizing travel time in personal vehicles and encouraging walking, cycling, and transit.</p>
	<p><i>iii. provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;</i></p> <p><i>iv. create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling;</i></p>	<p>2,127 square metres of at-grade commercial uses are incorporated into the high-rise residential development to add to the breadth of uses mix in the community. As explained in the Urban Design Brief prepared by Bousfields, the public realm has been designed support residents and visitors by fostering an animated and activated public realm that is safe and accessible, enhanced through the introduction of open space elements such as:</p> <ul style="list-style-type: none"> <li>• centralized amenity courtyards or plazas within each phase or development block to provide opportunities for active and passive recreation and social interaction;</li> <li>• well-connected hard and soft landscaped walkways and open areas; and</li> <li>• street trees and coordinated street furnishings.</li> </ul>
	<p><i>v. develop and implement policies, including phasing policies and other strategies to achieve the targets of this Plan and ensure alignment of growth with infrastructure.</i></p>	<p>The development of the Subject Lands will be phased a gradual transition from the existing commercial retail uses to the proposed mixed-us residential development.</p>

Section 3.15 – Managing Growth		
3.15.2	Within the <i>delineated built-up area</i> , priority for the upgrading of municipal services will be given to Downtown and <i>Strategic Growth Areas</i> .	The Subject Lands are located within a Strategic Growth Area and should be the focus your providing upgraded municipal services. As identified in the FSR, a service capacity check has been initiated to confirm the existing municipal services can support the proposed development.
Section 4 – Protecting What is Valuable		
Section 4.2 – Water Resource System and Watershed Planning		
Section 4.2.1 – Water Resource System		
4.2.1.4	<i>Development and site alteration shall be restricted in or near the water resource system to protect municipal drinking water supplies and designated vulnerable areas, and sustain the area's natural ecosystem. Mitigative measures and/or alternative development approaches may be require to protect, improve or restore the water resource system.</i>	As described in the FSR prepared by Civil Go Engineering, the proposal will protect the water resources system on the Subject Lands.
4.2.1.5	<p><i>The City will protect, improve or restore the water resource system by:</i></p> <ul style="list-style-type: none"> <li><i>i. ensuring that all development and site alteration meets provincial water quality and quantity objectives, through consultation with the provincial government and the GRCA; and</i></li> <li><i>ii. planning for the efficient and sustainable use of water resources, including practices for water conservation and efficiency.</i></li> </ul>	The proposal meets all of the provincial, municipal, and GRCA guidelines for water resource systems, as explained in the FSR prepared by Civil Go Engineering.



Section 4.2.2 – Watershed Planning		
4.2.2.5	<i>Planning studies and development applications will take into account the recommendations of subwatershed studies.</i>	A Hydrogeological Study has been prepared by WSP in support of this application.
Section 4.2.4 – Source Protection		
4.2.4.1	<p><i>The entire city is a recharge area for municipal drinking water supply. To protect this valuable water resource, the City will require, as appropriate, conditions of development approval that:</i></p> <ul style="list-style-type: none"> <li><i>i. protect wetlands and other areas that make significant contributions to groundwater recharge;</i></li> <li><i>ii. ensure that stormwater management systems protect water quality and quantity;</i></li> <li><i>iii. require impact studies and risk management plans to assess the potential of proposed development to affect the quantity or quality of groundwater resources;</i></li> </ul>	The Subject Lands is located in Wellhead Protection Area C, and will ensure that measures are taken to protect groundwater recharge, as well as water quality and quantity, as outlined in the Hydrogeological Report prepared by WSP.
Section 4.7 – Community Energy		
4.7	<i>This Plan, in conjunction with the Community Energy Initiative (CEI), uses an integrated systems approach to create an over-arching vision and structure that demonstrates low carbon energy opportunities, viable sustainable transportation routes and nodes, potential for expanding open space and employment areas and appropriate housing densities. This integrated approach is essential to achieving many of the long-terms goals of this Plan including climate change mitigation.</i>	A Community Energy Initiative (CEI) Letter has been prepared by First Capital REIT in support of this application. The CEI Letter identifies various sustainable and energy conservative development features including active transportation options, low impact design strategies, electric vehicle options, daylighting strategies, sustainable roofing and heat island reductions and the potential use of geothermal technologies.

	<i>The CEI establishes progressive targets for both energy conservation and reduction in greenhouse gas emissions. Community energy, energy efficiency, environmental design and increasing the supply of energy through renewable energy systems and alternative energy systems will all contribute to achieving these goals. The CEI also recognizes that water conservation is a key contributor to meeting the City's energy goals. Policies regarding water conservation are addressed in Section 4.3 Water Resource System and Watershed Planning.</i>	
<b>Section 4.7.2 – Local Renewable and Alternative Energy Generation</b>		
<b>4.7.2.1</b>	<i>The City will encourage the development of renewable energy systems and alternative energy systems including combined heat and power plants subject to the policies of this Plan.</i>	As identified in the CEI Letter, this application proposes the potential implementation of geothermal technologies as an alternative energy system.
<b>4.7.2.3</b>	<i>The City will work jointly with the Province and public and private partners to investigate the feasibility, implications and suitable locations for renewable energy systems and alternative energy systems.</i>	
<b>4.7.2.5</b>	<i>Prior to the development of non-exempt Renewable Energy Systems or Alternative Energy Systems, and in addition to any other requirements of this Plan, studies may be required to demonstrate to the satisfaction of the City how the proposal addresses potential impacts including: the natural environment, noise and vibration, water quality and quantity, cultural and natural heritage resources, shadows, land use compatibility and public health and safety.</i>	Along with the CEI Letter, various studies have been prepared in support of this application. Any potential impacts of the proposed development on adjacent developments will be mitigated through appropriate measures, as outlined in the Sun/Shadow Study prepared by SvN Architects, Wind Tunnel Study and Feasibility Noise Study prepared by RWDI and the FSR prepared by Civil Go Engineering.
<b>Section 4.7.4 – Building End-Use Energy Efficiency</b>		
<b>4.7.4</b>	<p><i>Objectives:</i></p> <ul style="list-style-type: none"> <li><i>a. To reduce energy demand within the built environment.</i></li> <li><i>b. To promote sustainable development through conservation, efficiency and design.</i></li> </ul>	As identified in the CEI Letter, a number of strategies are proposed to promote sustainable developments. These features include active transportation options, low impact design strategies, electric vehicle options, daylighting strategies, sustainable roofing and heat island reductions and potential geothermal technologies.

	c. To promote urban and building design that facilitates efficient delivery of energy and optimizes opportunities for walking, cycling and transit use.	
<b>4.7.4.1</b>	All new development shall achieve the energy performance criteria of the Ontario Building Code. The City will use the development approvals process, implementation tools included in Chapter 10 of this Plan such as community improvement and site plan control, to ensure that new residential, commercial and institutional development include sustainable design features which, among other objectives, strive to achieve an improvement of 1.5% per year over the 2012 Ontario Building Code energy efficiency requirements.	It is the intention that the development will follow all relevant requirements of the Ontario Building Code and energy performance requirements. . These matters will be addressed at the Site Plan and the Building Permit stage.
<b>4.7.4.2</b>	Applications for Official Plan amendments, Zoning By-law amendments or plans of subdivision may be required to demonstrate, to the satisfaction of the City, how the development supports the goals and targets of the Community Energy Plan through the completion of the Sustainability Checklist and the submission of appropriate studies. Such studies may include, but are not limited to, an Energy Conservation Efficiency Study, a Renewable/Alternative Energy Feasibility Study and District Energy Feasibility Study.	As identified in the CEI Letter, Sun/Shadow Study, Wind Tunnel Study, Feasibility Noise Study and FSR, the proposed development has accommodated a number of sustainable development tools and strategies to support the goals and targets of the Community Energy Plan.
<b>Section 5.0 – Movement of People and Goods- An Integrated Transportation System</b>		
<b>Section 5.4 – Active Transportation – Walking and Cycling</b>		
<b>5.4.3</b>	<p><i>Active transportation measures will be promoted in accordance with the following provisions:</i></p> <ul style="list-style-type: none"> <li><i>i. ensure that streets, spaces and public facilities are designed to be safe and comfortable for pedestrians and cyclists;</i></li> <li><i>iv. require minimum provisions for on-site parking and storage for bicycles and other personal transportation devices in the</i></li> </ul>	82 short-term and 737 long-term bicycle spaces have been incorporated into the proposed development to ensure the safety and comfort of cyclists. Elements of the public realm, including bike lanes and sidewalks, have also been created to ensure the safety of pedestrians and cyclists.

	<i>Zoning By-law for uses such as employment and commercial, schools, high and medium density residential development and transportation terminals;</i>	
	<i>vi. provide for unobstructed pedestrian movement by using ramped sidewalk facilities and by providing crossings at reasonable intervals across major barriers such as rivers and railway lines, and priority crossing at high activity signalized intersections, wherever possible;</i>  <i>vii. provide linkages between intensification areas, adjacent neighbourhoods and transit stations</i>	As outlined in the Urban Design Brief prepared by Bousfields, the proposed development has been designed to connect pedestrians to adjacent lands through an efficient pedestrian circulation network.
<b>Section 5.5 – Public Transit</b>		
<b>5.5.2</b>	<i>To ensure that public transit is an attractive, energy efficient and convenient means of travel the City will:</i>  <i>i. plan for a compact urban form by promoting mixed and transit-supportive land uses, urban intensification, a strong downtown and urban structure of nodes and corridors as identified on Schedule 1;</i>	The proposed mixed-use development achieves transit-supportive densities, located in close proximity to existing transit stops.
<b>Section 5.11 – Parking</b>		
<b>5.11.6</b>	<i>Reduced parking requirements may be considered as part of a Parking Study, particularly within Downtown, Community Mixed-use Nodes and Intensification Corridors, or for affordable housing, or where high levels of transit exist or are planned.</i>	The appropriateness of the reduced parking rate for the proposed development has been evaluated through the parking justification provided in the Urban Transportation Considerations Report prepared by BA Group.

### Section 5.13 – Road Widening's and Intersection Improvements

<b>5.13.1</b>	<p><i>Land for possible road widening and intersection improvements as described in Tables 5.1 and 5.2, will be dedicated to the City at no expense, as a condition of approval for the following:</i></p> <ul style="list-style-type: none"> <li><i>i. a draft plan of subdivision;</i></li> <li><i>ii. a consent by the Committee of Adjustment; and</i></li> <li><i>iii. a site plan approval</i></li> </ul>	<p>It is not anticipated that any road widening are required as part of this application.</p>
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### Section 6.0 – Municipal Services and Infrastructure

#### Section 6.1 – Policies

<b>6.1.3</b>	<p><i>The provision and extension of full municipal services and utilities to all new development will be required. Full municipal services shall include facilities for:</i></p> <ul style="list-style-type: none"> <li><i>i. sanitary sewer disposal;</i></li> <li><i>ii. water supply;</i></li> <li><i>iii. stormwater management;</i></li> <li><i>iv. solid waste management;</i></li> <li><i>v. electrical power; and</i></li> <li><i>vi. Transportation networks including public transit and pedestrian and cycling networks.</i></li> </ul>	<p>A Functional Servicing Report (FSR), prepared by Civil Go Engineering has been submitted in support of this application. The FSR provides for all required analysis of existing and plan infrastructure to support the proposed development.</p>
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<b>6.1.10</b>	<i>The City will guide the direction, location, scale and timing of development to ensure compact, orderly development and to minimize the cost of municipal services and related infrastructure.</i>	The location of the proposed development is within proximity to existing and planned municipal services and infrastructure. Any improvements required to facilitate the development would be developer driven and thereby not incurring additional costs to the municipality.
<b>6.1.12</b>	<p><i>The City will ensure that infrastructure is provided in a coordinated, efficient, integrated and cost-efficient manner to meet current and projected needs, including:</i></p> <ul style="list-style-type: none"> <li><i>i. the optimization of existing infrastructure, where feasible, before giving consideration to new infrastructure or facilities;</i></li> <li><i>ii. ensure best management practices are utilized to protect the quantity and quality of groundwater sources during the installation of new municipal infrastructure;</i></li> </ul>	As explained in the FSR prepared by Civil Go Engineering, the proposal optimizes the existing infrastructure available to the site before introducing new services necessary to meet the needs of the projected population.
<b>Section 6.4 – Stormwater Management</b>		
<b>6.4.1</b>	<i>All development shall occur in accordance with Subwatershed Studies and/or Stormwater Management Master Plans, as applicable, as approved by the City of Guelph and the GRCA.</i>	As explained in the Stormwater Management (SWM) Report prepared by Civil Go Engineering, the stormwater concept for the development has been designed in accordance with the applicable governing policies.
<b>6.4.3</b>	<p><i>Development shall require the preparation of a detailed Stormwater Management and Engineering Report in accordance with policies 6.4.1 or 6.4.2 above, to the satisfaction of the City and the GRCA, where applicable, that addresses the following matters and other issues as may be required by the City:</i></p> <ul style="list-style-type: none"> <li><i>i. demonstrates how the design and construction of the stormwater management design will protect, improve or restore the water resource system;</i></li> </ul>	The proposal is supported by the SWM Report prepared by Civil Go Engineering that demonstrates how the design of the site will protect the water resource system, conform to the management recommendations from the applicable Subwatershed Study, and maintain pre-development flow rates post-development.



	<ul style="list-style-type: none"> <li>ii. <i>demonstrates how the proposed stormwater management design will be consistent with and implement the recommendations of the applicable Subwatershed Study or Stormwater Management Master Plans;</i></li> <li>iii. <i>includes geotechnical and hydrogeologic information to identify soil infiltration rates, depths to the seasonally high water table and deeper regional aquifers beneath the site and in the surrounding area;</i></li> <li>iv. <i>provides an assessment of potential impacts to the water resource system that may result from the proposed stormwater management design; and</i></li> <li>v. <i>demonstrates that pre-development stormwater flows from the site match post-development stormwater flows for design storm events; and</i></li> </ul>	
	<ul style="list-style-type: none"> <li>vi. <i>demonstrates how new development will be based on best management practices for salt management and snow storage including the provision of designated snow storage areas and the management of associated melt water.</i></li> </ul>	A Salt Management Plan has also been prepared by Civil Go Engineering that shows how the new development will incorporate best management practices for salt management.
<b>6.4.4</b>	<i>The City will require the use of on-site infiltration measures, as appropriate, within the stormwater management design.</i>	The site has been designed to provide for on-site infiltration measures as noted in the SWM Report.
<b>6.4.7</b>	<i>All development shall be required to demonstrate consistency with the requirements of this Plan, the Stormwater Management Master Plan (2012) and the Stormwater Management Planning and Design Manual (2003), or successor thereto, to achieve a stormwater management design that has the highest level of use, aesthetics, environmental benefits and ease of maintenance.</i>	The stormwater management system for the proposal has been designed to effectively service the proposed development while protecting the natural environment and quality of the space.

Section 7 – Community Infrastructure		
Section 7.2 – Affordable Housing		
Section 7.2.1 – Affordable Housing Targets		
<b>7.2.1.1</b>	<i>An affordable housing target will be implemented through new development applications city-wide. The affordable housing target will be implemented through the use of various planning tools (e.g., planning policy, development approvals, financial incentives, partnerships, community education and monitoring).</i>	As outlined in the Affordable Housing Strategy enclosed with this PJR, the increasingly compact and dense housing options provided through the proposal will broaden the scope of housing to help meet the City of Guelph’s housing targets.
Section 7.2.2 – General Policies		
<b>7.2.2.1</b>	<i>The City will develop a housing strategy that will set out a plan, including policies for the Official Plan and implementation strategies, to meet the needs of all residents, including the need for affordable housing – both home ownership and rental housing. The housing strategy will include the planning and development of a range of housing types and densities to support the achievement of the intensification target and density targets.</i>	The proposal supports the goals of the City’s Affordable Housing Strategy through providing a range of housing types and sizes, at a higher density than traditional housing forms that meet varying levels of affordability.
<b>7.2.2.3</b>	<i>City Council shall consider giving priority, through the Development Priorities Plan, to development applications that provide the type, size and tenure of housing required to meet the social and economic needs of the City’s residents.</i>	The compact residential apartments provided through this proposal are intended to meet the unique social and economic needs of residents, and should therefore be considered a development priority.
<b>7.2.2.4</b>	<i>City Council may establish alternative development standards for affordable housing, residential intensification, redevelopment and new residential development which minimizes the cost of housing</i>	The ZBA submitted as part of this application is proposing to reduce the required parking for the proposed development. As outlined in the Urban Transportation Considerations Report

	<i>and facilitates compact urban form. This may include setting maximum unit sizes or reducing parking requirements.</i>	prepared by BA Group, a reduction in parking is appropriate given the compact built form of the development, the increased densities, and the proximity of the land to active and public transit.
<b>7.2.2.8</b>	<i>The City may require the submission of an Affordable Housing Report as a part of a development application, demonstrating to the satisfaction of the City how the application addresses affordable housing needs and the affordable housing target including the provision of a range of affordable housing prices.</i>	An Affordable Housing Strategy has been submitted as part of this PJR that demonstrates how the proposed development supports the City's housing targets through providing a range and mix of housing at varying levels of affordability.
<b>7.2.2.10</b>	<i>Affordable housing is encouraged to locate where served by transit, and other services such as, shopping, parks and other community facilities. Housing proposed in Downtown and Mixed-use designations is strongly encouraged for affordable housing because of the availability of nearby services and opportunity to support an affordable lifestyle.</i>	The proposed development is an appropriate location for high-density, compact housing, given the designation of the site within a 'Commercial Mixed-use Centre' where community amenities are clustered and transit is highly-accessible.
<b>Section 7.3.5 – Parkland Dedication</b>		
<b>7.3.5.5</b>	<p><i>Where a parkland dedication is required by this Plan, the City will ensure that the land is suitable for development as a park. Generally, the parkland acquired should satisfy the following criteria:</i></p> <ul style="list-style-type: none"> <li>i) <i>that the site satisfies the development criteria for the type of park proposed;</i></li> <li>ii) <i>that the site is not susceptible to major flooding, poor drainage, erosion, steep slopes or other environmental or physical conditions that would interfere with its potential development or use as a active public recreation area. Sites subject to these conditions may be integrated, where possible, into the development of municipal park areas by serving as pedestrian</i></li> </ul>	<p>The proposed 0.18 ha parkland dedication is intended to function as a neighbourhood park, servicing the surrounding residential neighbourhood.</p> <p>The lands which are proposed to be provided as parkland in the future are currently developed with a commercial building. As such, the lands are generally flat, and therefore, will not interfere with the potential to develop the parkland into a municipal park.</p> <p>The proposed parkland is located at the corner of 2 municipal road, on the edge of the proposed residential development. Adjacent to the proposed parkland is a stormwater pond which is planned to be developed with a trail system, connecting the parkland to an existing trail network. The parkland is proposed in</p>

	<p><i>walkways, as part of a linear trail system, as passive recreation areas or natural areas;</i></p> <p>iii) <i>that the site is oriented to take advantage of favorable topography, vistas and mature stand of trees where possible and desirable; and</i></p> <p>iv) <i>that the lands be dedicated in a condition suitable for parkland development in accordance with the standards of the City.</i></p>	<p>a location that is optimal for a municipal park to service the surrounding neighbourhood.</p> <p>The proposed parkland will be dedicated free and clear of any encumbrances and in accordance with the City's standards.</p>
<b>Section 8 – Urban Design</b>		
<b>Section 8.1 – Sustainable Urban Design</b>		
<b>8.1.1</b>	<i>The design of site and building development will support energy efficiency and water conservation through the use of alternative energy systems or renewable energy systems, building orientation, sustainable building design, low impact stormwater infiltration systems, drought-resistant landscaping and similar measures.</i>	The proposed development has a compact built form, is accessible by transit, and includes a mix of uses, each of which is intended to reduce time in personal vehicles and encourage the use of transit. The development also integrates sustainable design features Green Infrastructure and Low-Impact-Development technologies in the development of this Site in order to preserve and restore the natural hydrologic cycle. The most up-to-date generation of stormwater filters will be installed in the Development such that stormwater runoff and snowmelt leaving the Site is 'cleaned' of suspended solids prior to entering the natural environment. Infiltration strategies such as infiltration tanks/galleries will be utilized to mimic the groundwater table recharge characteristics of the site, prior to development.
<b>8.1.2</b>	<i>New development shall be integrated with the existing topography where possible to maintain the physical character of the area and minimize the amount of grading and filling required.</i>	The Subject Lands are currently developed with a commercial plaza. The proposed development will have minimal impact to the existing grading.
<b>8.1.3</b>	<i>New residential neighbourhoods shall be designed to ensure that most residents live within a 5 to 10 minute walk of amenities and transit stops.</i>	The proposed development has been designed to promote livability through providing convenient access to amenities and transit stops. Ground floor retail is proposed in a number of the buildings and the site forms part of a larger establish commercial

		plaza which will provide easy and convenient access to a number of amenities.
<b>8.2 – Public Realm</b>		
<b>8.2.1</b>	A clearly identifiable <i>public realm</i> should be established in all residential areas consisting of an interconnected network of streets, parks, school sites, community trails and open spaces.	As noted in the UDB prepared by Bousfields, the proposed development includes an interconnected system of streets, parks, and open space which together will establish a public realm that is connected, functional, and attractive.
<b>8.2.2</b>	<i>New residential developments shall be designed to be integrated and connected to surrounding existing neighbourhoods; providing full pedestrian and vehicular access including access to transit.</i>	Pedestrian, vehicular, and transit connections have been provided to ensure convenient access to the broader community.
<b>8.2.3</b>	<p><i>Development proposals shall extend, establish or reinforce a modified grid-like street network that:</i></p> <ul style="list-style-type: none"> <li><i>i) connects with the existing urban fabric of streets, open spaces and developed areas;</i></li> <li><i>ii) is highly interconnected;</i></li> <li><i>iii) responds sensitively and creatively to natural and other established features;</i></li> <li><i>iv) integrates with the pedestrian and bicycle networks;</i></li> <li><i>v) supports the integration of viable transit service;</i></li> </ul>	The proposed development reinforces the efficiencies of the existing street network that is interconnected, accessible, and supports pedestrian, cyclist, and transit connections.
<b>8.2.7</b>	<i>Road design will balance the provisions for a safe, accessible, functional and attractive pedestrian-oriented environment with an acceptable level of motor vehicle traffic. To achieve a pedestrian oriented public realm and streetscape, a variety of techniques</i>	An enhanced public realm will be incorporated into the proposed development that includes elevated design elements such as widened sidewalks, on-street parking, landscaped boulevards, and bicycle lanes. Details of the road design are provided in the

	<p><i>may be implemented, depending on the function and context of the road, including:</i></p> <ul style="list-style-type: none"> <li><i>i. widening sidewalks to allow for a comfortable pedestrian environment as well as retail displays, outdoor café seating, benches and shade street trees;</i></li> <li><i>ii. reduced lane widths;</i></li> <li><i>iii. provision of landscaped boulevards;</i></li> <li><i>iv. provision of on-street parking;</i></li> <li><i>v. provision of transit priority measures and bicycle infrastructure;</i></li> <li><i>vi. provision of regular intersections of roads to allow for the creation of a modified grid system; and</i></li> <li><i>vii. use of alternative road geometrics and materials at pedestrian crossing areas.</i></li> </ul>	<p>UDB prepared by Bousfields and Urban Transportation Considerations Report prepared by BA Group.</p>
<b>8.2.11</b>	<p><i>New development shall be designed to contribute to a pedestrian-oriented streetscape. This may be achieved through the use of strategies that are appropriate for the proposed development and the site's context such as:</i></p> <ul style="list-style-type: none"> <li><i>i. locating built form adjacent to, and addressing, the street edge;</i></li> <li><i>ii. placing principal building entrances towards the street and corner intersections;</i></li> </ul>	<p>As explained in the UDB prepared by Bousfields, design choices, including built form typologies and the location of building entrances, have been strategically chosen to extend the pedestrian-oriented streetscape.</p>



## Section 8.9 – Built Form: High-Rise Buildings

<b>8.9.1</b>	<p><i>The following policies apply to tall building forms, which generally means buildings above six (6) storeys:</i></p> <p><i>i. to ensure tall buildings act as landmarks, they shall incorporate a distance bottom (e.g. a podium), middle and top. Interesting architectural features and roof treatments should be considered for all rooftops of tall buildings;</i></p>	<p>The proposal consist of four high-rise, with five towers, buildings that range in height from 10-14 storeys. Each of the buildings have architectural features that add visual intrigue to the site, including podiums that provide depth to the building.</p>
	<p><i>ii. Parking should be provided primarily below grade with limited visitor surface parking. Surface parking above-grade may be permitted, where appropriate;</i></p>	<p>The majority of parking spaces are located underground. Limited surface parking is located interior to the site to support the viability of the at-grade commercial uses.</p>
	<p><i>iii. Built-form studies addressing building massing, shadows, views and microclimate studies (e.g., wind) may be required to determine the potential impacts to the surrounding neighbourhood arising from tall buildings;</i></p>	<p>Several built form analyses' including, a Sun/Shadow Study, Elevations, and Renders, were conducted by SvN Architects to ensure compatibility with the surrounding community.</p>
	<p><i>iv. Floor plate sizes of the tower portion (e.g., storeys five (5) and above) the building may be limited to encourage slender and elegant tall building designs; and</i></p> <p><i>v. The tower portion (e.g., storeys five (5) and above) of the building shall be carefully placed to ensure adequate spacing between towers to allow for solar access and privacy,</i></p>	<p>The Sun/Shadow Study has concluded that the surrounding area, in generally, will only experience shadowing after 6 pm in spring, 6 pm in summer, 5 pm in fall and 3 pm in winter. In the winter months, shadowing affects the adjacent stormwater pond, not the adjacent residential.</p> <p>The floor plate sizes of the tower portion of the building, as well as separation distance between towers, has been designed to be compliant with the requirements of the zoning by-law. In doing so, reduces the impacts of shadowing on the surrounding area and provided amenity spaces.</p>

## Section 8.11 – Transition of Land Use

<b>8.11.1</b>	<p><i>To achieve compatibility between different land uses, development will be designed to create an appropriate transition</i></p>	<p>As explained in the UDB prepared by Bousfields, design measures have been undertaken to ensure an appropriate transition to surrounding uses. The proposed development will be completed</p>
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	<i>through the provisions of roads, landscaping, spatial separation of land uses and compatible built form.</i>	in phases to ensure a smooth transit and allow for the existing retail along Clair Road East to continue to operate, with limited impact, while the southern portion of the site is developed.
<b>8.11.2</b>	<i>Where proposed buildings exceed the built height of adjacent buildings, the City may require the new buildings to be stepped back, terraced or set back to reduce adverse impacts on adjacent properties and/or the streetscape.</i>	The concept plan provides for appropriate building setbacks and stepbacks to mitigate and potential impacts to the surrounding area. The Sun Shadow Study, prepared in support of this application, illustrates the minimal impacts on the adjacent properties and streetscape.
<b>Section 8.12 – Parking</b>		
<b>8.12.1</b>	<i>Building placement in combination with landscaping shall be used to screen surface parking areas. Surface parking areas should generally be located at the rear or side of buildings and not between the front of a building and the street. 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.</i>	Surface parking is located internal to the site, screened by landscape strips that limit public view. The surface parking is intended to ensure visitors have convenient access to the at-grade commercial uses.
<b>8.12.2</b>	<i>Underground or structured parking is encouraged to reduce or eliminate the need for surface parking.</i>	Each of the buildings is supported by underground parking accessible to residents and visitors.
<b>8.12.4</b>	<i>Walkways should be provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s). These walkways should be 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.</i>	Convenient and accessible pedestrian linkages have been provided between the parking areas, municipal sidewalks, and building entrances.

<b>8.12.6</b>	<i>Bicycle parking shall be provided and conveniently located in close proximity to building entrances. Sheltered bicycle parking should be integrated into the built form.</i>	Bicycle parking is located near the building entrance, and is compatible with the built form of the buildings. Long-term bicycle storage has been provide indoor for the use of residents.
<b>8.12.10</b>	<i>For underground and above-grade parking structures, driveway access and ramp locations shall be located to reduce conflicts with pedestrians and minimize negative impacts on the streetscape.</i>	Accessible and convenient locations have been chosen for the driveways and the ramps to the underground parking structures.
<b>Section 8.13 – Access, Circulation, Loading and Storage Areas</b>		
<b>8.13.1</b>	<i>Shared driveways are encouraged for employment, commercial and mixed-use sites to reduce access points and reduce conflicts with pedestrians.</i>	Access driveways into the site are shared for commercial and residential uses.
<b>8.13.2</b>	<i>Major driveway entrances to large employment, commercial and mixed-use sites should be defined by landscaping on either side of the driveway and/or by landscaped medians.</i>	The access driveways have been accentuated by landscaping, as shown in the Landscape Plans prepared by SvN Architects.
<b>8.13.3</b>	<i>Private roads and internal driveways required for site circulation shall be designed to be comfortable for pedestrians, cyclists and vehicles. They should be physically defined by raised curbs and, where appropriate, landscaped where they intersect with a parking area or driveway. Internal driveways or roads will be used to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement. Internal driveways will be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network.</i>	Circulation throughout the site will be facilitated by private roads and internal driveways that ensure the safety of users, are defined by raised curbs and landscaping. The site will be connected to the broader community by accessible connections.
<b>8.13.4</b>	<i>Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems.</i>	Pedestrian circulation throughout the site is facilitated by pedestrian walkways that line the frontage of buildings, and are connected to public sidewalks, and transit stops.

<b>8.13.5</b>	<i>Pedestrian systems shall incorporate landscaping, pedestrian scale lighting and be defined by distinct materials and/or raised walkways.</i>	See Urban Design Brief prepared by Bousfields and Landscape Plans prepared by SvN Architects which illustrate landscaping, landscape features, lighting and materials.
<b>8.13.6</b>	<i>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.</i>	The site have been designed to internalize loading, waste service areas and utilities/mechanical equipment.
<b>Section 8.17 – Landscaping and Development</b>		
<b>8.17.1</b>	<p><i>Landscaping shall:</i></p> <ul style="list-style-type: none"> <li><i>i. Create visual interest by framing important views and focal points;</i></li> <li><i>ii. Stabilize slopes and where appropriate, naturalize areas of a site;</i></li> <li><i>iii. Complement built form; and</i></li> <li><i>iv. Contribute to the creation of a high-quality public realm</i></li> </ul>	The Landscape Plan prepared by SvN Architects, has been designed in a manner to complement the site layout, by framing the north-south and east-west connections in a manner that complements the site arrangement and at that same time creates visual interest through a curated design and planting choices. Overall, the site has been designed to create visual interest and integrates the public realm, amenity area and public park.
<b>8.17.3</b>	<i>Where possible existing trees should be retained on-site and where appropriate suitable new trees should be planted on-site, in the street right-of-way or in other City-approved locations.</i>	As identified in the Tree Inventory Report prepared by SvN Architects, limited trees are existing on site. Where possible, existing trees will be protected and preserved.
<b>Section 8.18 – Safety</b>		
<b>8.18.2</b>	<i>New development should be designed in a manner that:</i>	The Urban Design Brief prepared by Bousfields outlines the design of the subject site and how it is organized around the following four key principles:

	<p>i. <i>Provides opportunity for informal surveillance of outdoor spaces ("eyes on the street"), including public parks, streets and parking areas;</i></p> <p>ii. <i>Clearly marks the transition or boundary between public and private spaces;</i></p> <p>iii. <i>Includes materials that allow for the built environment to be effectively and efficiently maintained;</i></p> <p>iv. <i>Provides adequate lighting in accordance with Section 8.14, 8.15, and 8.16 of this Plan; and</i></p> <p>v. <i>Provides for multiple walking routes, where appropriate.</i></p>	<ul style="list-style-type: none"> <li>• Following a planned system of internal pedestrian and vehicular connections;</li> <li>• Placing buildings appropriately within the streetscape to demonstrate an established street edge condition;</li> <li>• Integrating pedestrian circulation with the existing and planned pedestrian system in the surrounding area; and</li> <li>• Providing opportunities for a variety of types and scales of connected open space areas.</li> </ul> <p>These basic design principles provide for a distinctive site character while allowing for flexibility in the planned overall comprehensive development of the Master Plan Area, in addition to providing a safer, more comfortable environment for pedestrians, cyclists, and new area residents.</p>
<b>Section 9.0 – Land Use</b>		
<b>Section 9.3 – Residential Designations</b>		
<b>9.3.1.1 – Development Criteria for Multi-Unit Residential Buildings and Intensification Proposals</b>		
<b>9.3.1.1.1</b>	<i>Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.</i>	The proposed high-rise mixed-use development has been designed to ensure compatibility with the surrounding environment, including incorporating appropriate building scale, massing, and orientation.
<b>9.3.1.1.3</b>	<i>The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.</i>	Future residents of the development will be connected to many diverse communities amenities located in proximity to the site including commercial shopping areas, schools, parks, and public transit. Figure 3 illustrates the abundance of amenities within proximity to the site to service future residents.

<b>9.3.1.1.4</b>	<i>Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections.</i>	As outlined in the Urban Transportation Considerations Report prepared by BA Group, the Site related traffic impacts on the local area road network are limited. Site traffic can be acceptably accommodated on the local area road network and within the planned area infrastructure.
<b>9.3.1.1.5</b>	<i>Vehicular access, parking and circulation can be adequately provided and impacts mitigated.</i>	The Urban Transportation Considerations Report prepared by BA Group evaluates vehicular access, parking, and circulation throughout the site, concluding the proposed parking rates of 1.0 per dwelling unit for residents, 0.1 per dwelling unit for visitors and 3.5 per 100 m <sup>2</sup> for non-residential is appropriate given the provisions of TDM measures and existing and planned public transportation services.
<b>9.3.1.1.6</b>	<i>That adequate municipal infrastructure, services and amenity areas for residents can be provided.</i>	The proposed development will be serviced by municipal servicing as explained in the FSR prepared by Civil Go Engineering. Both indoor and outdoor amenity spaces will be featured throughout the site, as shown in the Site Plan prepared by SvN Architects.
<b>9.3.1.1.9</b>	<i>Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.</i>	<p>Any potential impacts of the proposed development on adjacent developments will be mitigated through appropriate measures, as outlined in the Sun/Shadow Study prepared by SvN Architects, Wind Tunnel Study and Feasibility Noise Study prepared by RWDI and the FSR prepared by Civil Go Engineering.</p> <p>In terms of shadowing, the Sun/Shadow Study has concluded that the surrounding area, in general, will experience shadowing after 6pm in spring, 6 pm in summer, 5 pm in fall and 3 pm in winter. In the winter months, shadowing is anticipated to affect the adjacent stormwater pond, not the adjacent residential.</p> <p>In terms of wind, the pedestrian wind study concluded that wind speeds meet the pedestrian safety criterion, suitable wind conditions are expected on all level 7 amenity areas, and all at grade amenity areas are expected to be suitable. The only areas</p>



		experiencing higher than desired wind impacts for passive activities is the area between Towers C and D.
<b>Section 9.4 – Commercial and Mixed-use Designations</b>		
<b>Section 9.4.3 – Commercial Mixed-use Centre</b>		
<b>9.4.3.2</b>	<i>The intent of the Commercial Mixed-use Centre designation is to create a well-defined focal point and to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs at one location. Implementing Zoning By-laws may include mechanisms, such as minimum height and density requirements and maximum parking standards, to promote the efficient use of the land base.</i>	The proposal makes efficient use of the land base through co-located commercial, residential, and community spaces in the proposed mixed-use development. A Zoning By-law Amendment is being submitted to support the feasibility of the proposed development that implements the goals of the Commercial Mixed-use Centre designation.
<b>9.4.3.3</b>	<i>Development will be comprehensively planned and integrated with the overall Community Mixed-use Node and in accordance with any applicable concept plans or urban design studies as per the policies of Section 3.11.</i>	The proposed development supports the goals and objectives of the Community Mixed-use Node, including incorporating applicable urban design policies into the concept plan.
<b>9.4.3.4</b>	<i>Where residential uses are incorporated into Commercial Mixed-use Centres, they are intended to be developed as mixed-use buildings or multiple-unit residential buildings.</i>	A number proposed residential apartments incorporate ground floor commercial uses (Buildings C and D). In total, 2,127 square metres of ground floor commercial uses are proposed.
<b>9.4.3.5</b>	<i>Properties within the Commercial Mixed-use Centre will be integrated through internal access roads, entrances from public streets, access to common parking areas, open space, grading and stormwater management systems. Furthermore, it is intended that individual developments within the Community Mixed-use Centre will be designed to be integrated into the wider community by footpaths, sidewalks and bicycle systems and by the placement of smaller buildings amenable to the provision of local goods and services in close proximity to the street line near transit facilities.</i>	Efficient circulation throughout the site will be facilitated by a well-designed network of internal access roads, common parking areas, open space, and pedestrian and cycling routes. Convenient connections to the broader community are also provided through active and public transit routes.

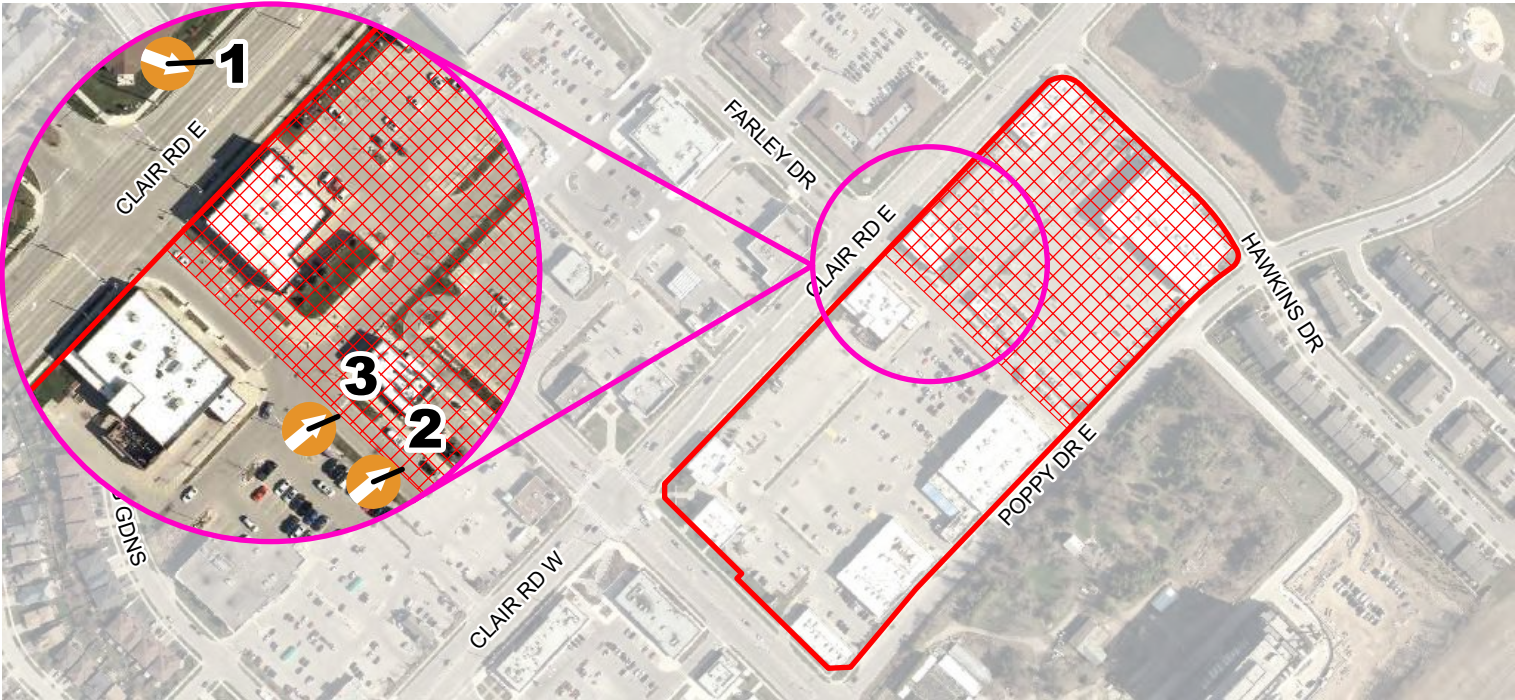
<b>9.4.3.7</b>	<i>The City will require the aesthetic character of site and building design to be consistent with the Urban Design policies of this Plan and any applicable urban design guidelines while recognizing the unique context of individual Commercial Mixed-use centres. Measures may be incorporated into development approvals to ensure consistency.</i>	As outlined in the Urban Design Brief prepared by Bousfields, the proposed development has been designed to align with the Urban Design policies of the Official Plan for Commercial Mixed-use Centres.
<b>9.4.3.12</b>	<p><i>The following uses may be permitted in Commercial Mixed-use Centres, subject to the applicable provisions of this Plan:</i></p> <ul style="list-style-type: none"> <li><i>i. commercial, retail and service uses;</i></li> <li><i>ii. live/work uses;</i></li> <li><i>iii. small-scale professional and medically related offices;</i></li> <li><i>iv. entertainment and recreational commercial uses;</i></li> <li><i>v. community services and facilities;</i></li> <li><i>vi. cultural, educational and institutional uses;</i></li> <li><i>vii. Hotels;</i></li> <li><i>viii. Multiple unit residential; and</i></li> <li><i>ix. Urban squares and open space.</i></li> </ul>	The proposed mixed-use residential apartment represents a permitted use in Commercial Mixed-use Centres.
<b>9.4.3.14</b>	<i>The permitted uses can be mixed vertically within a building or horizontally within multiple-unit buildings or may be provided in free standing individual buildings.</i>	The mixed-use buildings consist of residential towers that range in height from 10 - 14 storeys, accompanied by ground floor commercial uses.

<b>9.4.3.16</b>	<p><i>The Commercial Mixed-use Centres incorporate land containing existing uses as well as vacant land required to meet the identified needs of the City. To promote a mixture of land uses within each Commercial Mixed-use Centre, commercial development will be limited to the following total gross floor area cumulatively of all buildings within the designation:</i></p> <table><tr><td><i>Mixed-use Centre</i></td><td><i>Total Commercial Gross Floor Area</i></td></tr><tr><td><i>Gordon/Clair</i></td><td><i>57,900 m2</i></td></tr></table>	<i>Mixed-use Centre</i>	<i>Total Commercial Gross Floor Area</i>	<i>Gordon/Clair</i>	<i>57,900 m2</i>	The proposed commercial uses have a total gross floor area of 2,127 square metres, less than the maximum commercial gross floor area for the Gordon/Clair Mixed-use Centre.
<i>Mixed-use Centre</i>	<i>Total Commercial Gross Floor Area</i>					
<i>Gordon/Clair</i>	<i>57,900 m2</i>					
<b>9.4.3.17</b>	<p><i>The maximum height is ten (10) storeys. Within strategic growth areas, the maximum height is fourteen (14) storeys. The implementing zoning bylaw will establish regulations for height transitions, stepbacks, and angular planes.</i></p>	The proposed development consists of four mixed-use and residential high-rise buildings. Building A has a height of 14 storeys, Buildings B has heights of 10 and 14 storeys, Building C has a height of 14 storeys, and D has a height of 14 storeys. The proposed heights of the buildings are within the maximum height limits for buildings within the Commercial Mixed-use Centre.				
<b>9.4.3.18</b>	<p><i>The minimum commercial gross floor is 6500 square metres cumulatively of all buildings within the designation.</i></p>	In total, the proposed development provides 2,127 square metres of commercial gross floor area, exceeding the required minimum commercial gross floor area.				
<b>9.4.3.19</b>	<p><i>For freestanding residential and residential within mixed-use buildings:</i></p> <p><i>ii. Within strategic growth areas, the maximum net density is 250 units per hectare and the minimum net density is 100 units per hectare.</i></p>	An Official Plan Amendment is being proposed to increase the permitted net density for mixed-use residential buildings in Strategic Growth Areas to 351 units per hectare. The intent of the OPA is to implement the goals of mixed-use residential developments in Strategic Growth Areas including incorporating higher and transit-oriented densities, introducing compact built form, and diversifying the housing stock.				

# **Appendix 8**

**PHOTOBOOK**





**Photo 1**  
Looking South-East along Clair Rd E to Subject Lands



**Photo 2**  
Looking North-East at Farley Dr to Subject Lands



**Photo 3**  
Looking North-East at Farley Dr to Subject Lands

Appendix 6.0  
**SITE PHOTOS**

85 Clair Rd E  
Guelph, ON

**LEGEND**

- Development Area
- Subject Lands
- Photo Location

**Date:** 2023-11-06 14:07

**Scale:** 1:4,500

**File No:** 14130 - AN



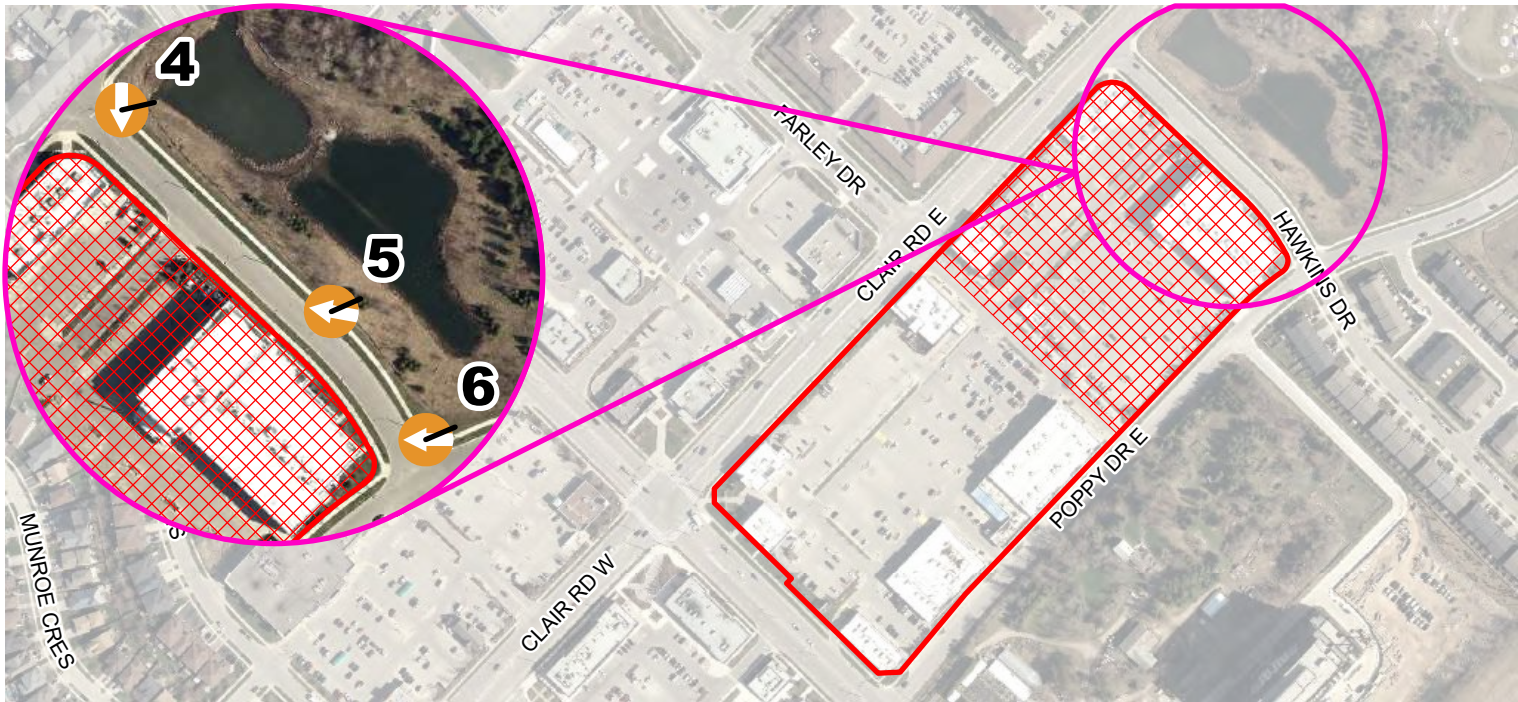
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PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

204-442 BRANT STREET, BURLINGTON, ON, L7R 2G4 | P: 905.639.8686 | WWW.MHBCPLAN.COM





**Photo 4**  
Looking South along Hawkins Dr to Subject Lands



**Photo 5**  
Looking West along Hawkins Dr to Subject Lands



**Photo 6**  
Looking West at the Corner of Hawkins Dr and Poppy Dr E to Subject Lands

Appendix 6.1  
**SITE PHOTOS**

85 Clair Rd E  
Guelph, ON

**LEGEND**

- Development Area
- Subject Lands

**Date:** 2023-11-06 14:07

**Scale:** 1:4,500

**File No:** 14130 - AN



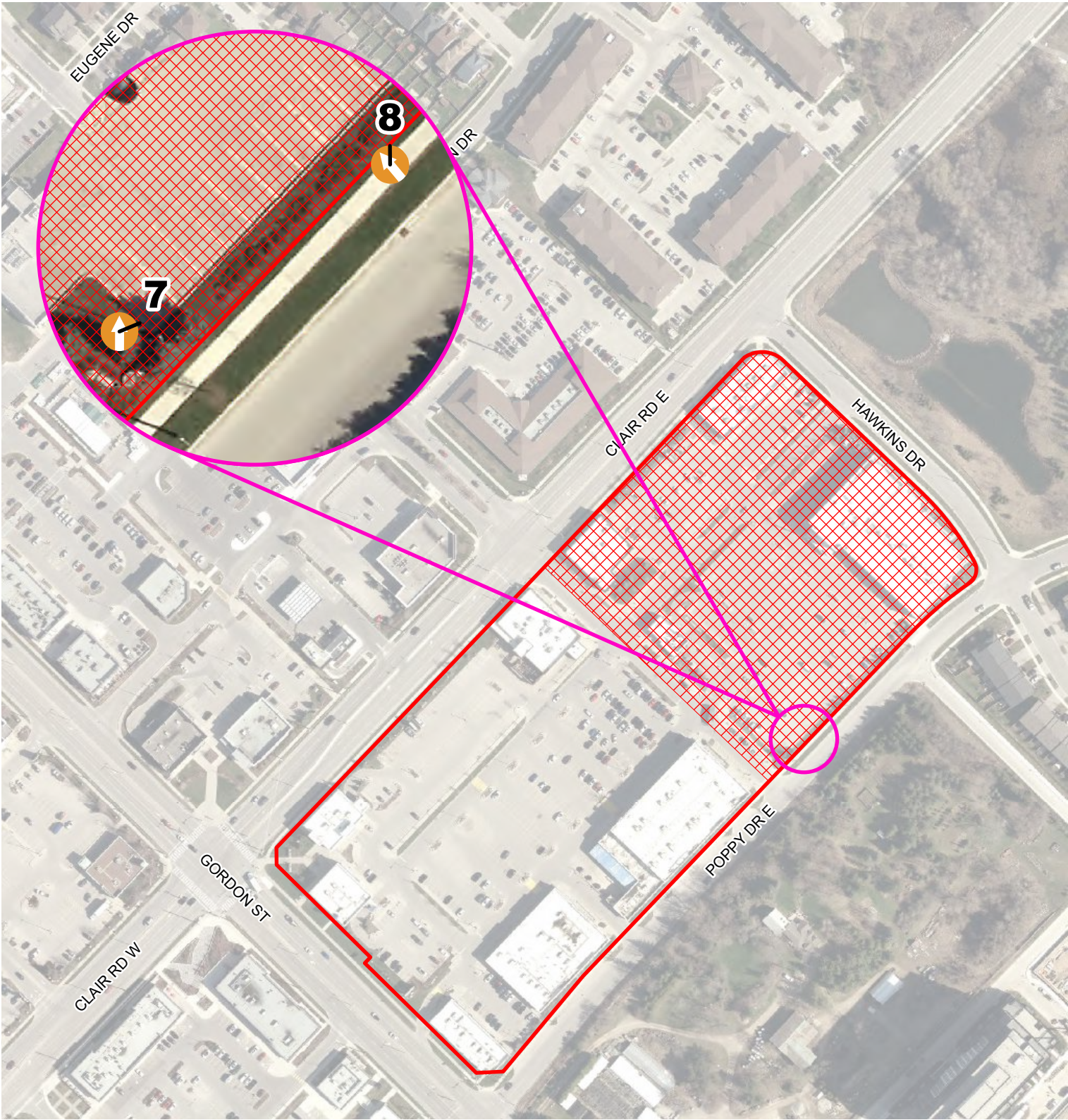
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PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

204-442 BRANT STREET, BURLINGTON, ON, L7R 2G4 | P: 905.639.8686 | WWW.MHBCPLAN.COM





**Photo 7**  
Looking North-West at corner of Farley Dr and Poppy Dr E to Subject Lands






**Photo 8**  
Looking North-West at Poppy Dr E to Subject Lands

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Appendix 6.3  
**SITE PHOTOS**

85 Clair Rd E  
Guelph, ON

**LEGEND**

-  Photo Location
-  Development Area
-  Subject Lands

**Date:** 2023-11-06 14:09

**Scale:** 1:2,600

**File No:** 14130 - AN



PLANNING  
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& LANDSCAPE  
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# **Appendix 9**

## **COMMUNITY ENGAGEMENT REPORT**

# Meeting Report

**Purpose:** Pergola Commons Open House

**Project No.:** 22189-1

**Date:** Tuesday, November 28, 2023

**Time:** 3:30p.m. to 7:30p.m.

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## SUMMARY

As directed by the City of Guelph, the mailing list for the Open House included 729 registered owners around Pergola Commons, and invitations were sent by mail on November 10, 2023. The invitation is attached as an appendix.

There were **approximately 60 attendees** at the Open House for Pergola Commons. The applicant team was available to answer questions and take feedback and shared a series of display boards that provided information about the application. Councillor O'Rourke and Councillor Chew were also in attendance for a portion of the event.

The discussion focused on the following matters:

- Height and density
- Design and site orientation
- Parking
- Traffic, site circulation and safety
- Public realm and amenity space
- Commercial uses
- Infrastructure and sustainability
- Project timeline

This meeting provided an opportunity to inform community members about the upcoming development proposal and continue to build the platform for further engagement throughout the process.

## APPLICANT TEAM

NAME	TITLE
Joshua Butcher	First Capital REIT
Kara Green	First Capital REIT
Sony Rai	SvN
Oz Kemal	MHBC
Jocelyn Deeks	Bousfields Inc.
Roxy Shiell	Bousfields Inc.
Alex Smiciklas	Bousfields Inc.
Lewis Walker	Bousfields Inc.
Emily Ecker	BA Group
Hendrik Rolleman	BA Group

## PRESENTATION MATERIALS

Several display boards were set up to share information about First Capital, the site, and the proposal. This included:

- 'Who we Are' about First Capital, highlighting recent relevant projects
- First Capital Environment, Social, and Governance (ESG) initiatives
- Site context, including information about Guelph transit in the area and the GO Bus line
- The Official Plan map, including the Clair-Maltby Secondary Plan boundary
- Proposal overview with key statistics
- Four 'Big Moves', relating to blocks and connections, the built form, landscape, and ground floor activation
- The phasing plan, site plan and ground floor plan
- Several views (including an aerial) capturing the proposal from Clair Road, the proposed east-west road, and the Poppy Drive connection

## NEXT STEPS

### 1. Application Submission

- a. Submit application to the City of Guelph to begin formal review process

## QUESTIONS AND COMMENTS

A broad range of feedback was shared during the Open House. These questions and comments are summarized below, and also includes feedback received via email prior to and following the Open House, between November 16 and December 1, 2023.

Theme	Feedback
<b>Height &amp; Density</b>	<ul style="list-style-type: none"> <li>• Many comments regarding concern about the height and density, the potential impacts with so many new residents, and traffic issues it could create</li> <li>• A few questions about how the 14-storey height was decided upon, and why the proposal has to be that tall</li> <li>• A few comments that the proposal feels too urban, and is more similar to something you would see in Toronto or Mississauga</li> <li>• A few comments from residents that live at Gordon Square concerned about loss of north facing views and feeling closed-in/ crowded</li> <li>• Why are the majority of the buildings 14-storeys, shouldn't there be more variety?</li> <li>• Why can't the density be shared around the city, instead of focused on the Gordon-Clair node?</li> <li>• Will the proposed buildings create shadows?</li> </ul>
<b>Design &amp; Site Orientation</b>	<ul style="list-style-type: none"> <li>• Very encouraged by the proposal, it is a good location for these buildings</li> <li>• The architectural design could be improved upon</li> <li>• Interest in seeing more thematic ties back to Pergola Commons in the design elements</li> <li>• Could the taller portions of the site be oriented to the south?</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Many comments citing not enough parking proposed and concern about the removal of existing surface parking</li> <li>• Many comments concerned about trucks that currently park on the south side of Poppy Drive and block sight lines or access to the Gordon Square buildings: <ul style="list-style-type: none"> <li>○ Construction trucks for ongoing Gordon Square construction (third building)</li> <li>○ Organics collection for Gordon Square</li> <li>○ Truck drivers utilizing Pergola Commons commercial uses</li> <li>○ Trucks hauling horse trailers for use in the nearby area</li> </ul> </li> <li>• A few comments concerned about lack of parking in the general area; currently people park on Poppy Drive or are being ticketed</li> <li>• Where will retail users park? There won't be enough spaces for shoppers</li> <li>• Gordon Square residents and visitors often park at Pergola Commons currently (particularly in winter months) due to lack of parking supply in their buildings</li> </ul>

	<ul style="list-style-type: none"> <li>• Visitor parking should be convenient, easy for people to access, and ensure that overflow doesn't spill into residential streets</li> <li>• Some residents have more than one car and family/pets that require space</li> </ul>
<b>Traffic, Site Circulation &amp; Safety</b>	<ul style="list-style-type: none"> <li>• Many comments concerned about congestion and traffic, noting that the Clair-Gordon intersection is a major pinch point travelling north</li> <li>• A few comments that the north-south crossing along Farley Drive at both Clair Road and Gordon Street have long pedestrian signal wait times, and there are high traffic areas without adequate crossing locations</li> <li>• A few questions regarding Gordon Street widening to four lanes, and what those dimensions will look like and how that will be accommodated in front of Gordon Square</li> <li>• Concern for traffic impacts along Poppy Drive and the Gordon Gardens entrance, will that become a signalized intersection?</li> <li>• Concern about vehicles speeding while turning onto Poppy Drive from Gordon Square and Farley Drive</li> <li>• Safety concern regarding vehicles travelling through the Gordon Street and Gosling Gardens intersection with drivers speeding and narrowing as the curb lane ends</li> <li>• Some drivers bypass Clair Road and Gordon Street and take Poppy Drive to avoid traffic</li> <li>• Concern over the volume of trucks and associated noise they make along Gordon Street</li> </ul>
<b>Public Realm &amp; Amenity Space</b>	<ul style="list-style-type: none"> <li>• A few comments interested in the proposed park being larger and a suggestion that some of the outdoor amenity space could be consolidated to accommodate it</li> <li>• A few comments supportive of the stormwater management pond and connection with the proposed park/green space</li> <li>• A few comments that pet relief is a current issue for Gordon Square residents, and that it should be a consideration for this proposal</li> <li>• Interest in more landscaping on the north end of the site</li> <li>• The north-south connection through the site will be a good addition and make walking north to Clair Road safer</li> <li>• Suggestion to move the park further west away from the existing Dallan Park</li> <li>• Will the property south of Poppy Drive stay green/naturalized?</li> </ul>
<b>Commercial Uses</b>	<ul style="list-style-type: none"> <li>• Many comments concerned about what will happen to existing commercial tenants onsite and the loss of commercial uses, in particular the Cineplex</li> <li>• A few comments noted a lack of gas stations in the area</li> <li>• A few comments noted that the Cineplex and State and Main are well-used, and that there are a lot of amenities already in the area</li> <li>• A few comments suggesting more commercial uses in the proposal, particularly in Phases 2 and 3 to increase the livability and overall attraction to the area</li> </ul>



<b>Infrastructure &amp; Sustainability</b>	<ul style="list-style-type: none"> <li>• How will these buildings be serviced? It's a lot of new development and the City's servicing capacity is already reaching a limit</li> <li>• Concern about the infrastructure and resources in the area being constrained, particularly road networks</li> <li>• Will there be green roofs?</li> <li>• Interest in the discussion around carbon and sustainability, and whether the project would be geothermal or only groundwater</li> </ul>
<b>Project Timeline</b>	<ul style="list-style-type: none"> <li>• Many questions on the timing of the proposed development and when the movie theatre would be demolished</li> <li>• Comfort knowing it will be 10+ years before any changes happen on the site</li> <li>• Why are commercial units not proposed in the first two phases?</li> <li>• What is the overall timing of the three phases? When should it be expected that each be built out?</li> <li>• What is the timing of the project in relation to the approval of the Clair-Maltby Secondary Plan, and how it impacts this project?</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• There was once a pergola on the site prior to development, large Italian community in the area</li> <li>• The economic power behind the proposed number of units and new residents is a very exciting prospect for the area</li> <li>• Will there be any affordable housing?</li> <li>• Concern about safety and crime in the area</li> <li>• When the site is redeveloped, there needs to be good property management on site</li> </ul>

# Pergola Commons You're Invited!



First Capital is hosting a drop-in **Open House** to discuss the proposed development of the northeast section of Pergola Commons and receive public input prior to a formal development application to the City of Guelph.

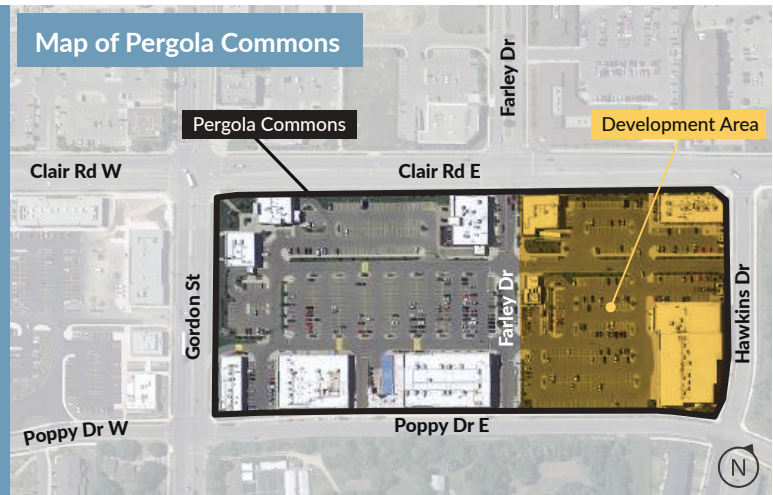
## OPEN HOUSE DETAILS

**Tuesday, November 28, 2023**

**Puslinch Community Centre**  
23 Brock Road South

**3:30pm – 7:30pm**

Please join us whenever you are available during this time.



# Pergola Commons



We are proposing four 10-14 storey residential and mixed-use buildings, a new public park, and significant public realm improvements.

Project team members look forward to answering your questions and hearing your thoughts about the proposal.

At this time, no application has been received, nor has a decision been made by the City of Guelph.



## Get in touch

**[consultation@bousfields.ca](mailto:consultation@bousfields.ca)**

*Subject Line:  
Pergola Commons*

# **Appendix 10**

**COMMUNITY ENERGY  
INITIATIVES LETTER**

August 26, 2024

Kelley McCormick, Senior Development Planner  
Planning and Development Division  
City of Guelph  
1 Carden Street  
Guelph, ON N1H 3A1

Attention: Kelley McCormick

**RE: Community Energy Initiative Letter  
Official Plan Amendment and Zoning  
Pergola Commons  
First Capital Realty  
1 Clair Road East, City of Guelph**

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The Community Energy Initiative (CEI) is the City of Guelph's commitment to use and manage energy more efficiently than past practices. The main goal of the CEI is that Guelph will become a Net Zero Carbon community by 2050.

The below letter outlines First Capital REIT's (FCR) commitment to the City's CEI for 1 Clair Road East.

### **First Capital Environmental, Social, and Governance Initiatives**

First Capital has committed to corporate sustainability through a variety of Environmental, Social, and Governance (ESG) initiatives. As leaders in the commercial real estate industry, we believe it is our responsibility to drive our sustainability efforts and are committed to doing our part.

Our ESG practices are integrated into every aspect of our business – from the design and construction of our properties, to how we support our employees' mental health and well-being, and the charitable giving we offer our communities.

#### **Environmental**

We are committed to reducing our carbon footprint in our neighbourhoods by engaging in sustainable initiatives across our portfolio. This includes implementing best operational practices, setting a target to achieve net-zero emissions by 2050, focusing on biodiversity where nature can thrive, emphasizing the importance of green spaces in our properties, and implementing eco-friendly transportation options.

## Social

We are committed to helping our neighbourhoods thrive. This is carried out through FCR's Thriving Neighbourhoods Foundation – an employee-led charitable foundation focused on addressing food insecurity and poverty, social justice, mental health, and youth initiatives. At select properties, we promote the vibrancy of the centres through our public art program – providing a unique gathering place for visitors and shoppers. As an employer, we strive to create a workplace that is equitable, diverse, and inclusive, where staff can bring their whole selves to work, grow their careers, and thrive.

## Governance

We are committed to thorough and responsible governance of corporate practices by embedding ESG initiatives within the entirety of our organization – from providing effective and transparent reporting systems, training our employees on important ESG initiatives, to assessing 100% of our properties for physical climate risk and resilience.

### Some key highlights of our initiatives in practice include:

- The implementation of our 2020-2024 ESG roadmap (2024-2030 Roadmap will be published early 2024).
- Received validation from the Science Based Targets Initiative (SBTi) for our 2030 GHG reduction target of 46%.
- Ongoing climate collaboration work with our tenants.
- First Capital is currently constructing an urban mixed-use development utilizing geothermal energy, and targeting LEED Platinum certification. Longstanding commitment to sustainability and sustainable programs including LEED, BOMA BEST, and WELL Health-Safety Rating.
  - Of our portfolio:
    - 80% are BOMA BEST certified;
    - 4.4 Million ft<sup>2</sup> are LEED certified; and
    - 7.1 Million ft<sup>2</sup> achieve WELL Health-Safety Rating.



**1 Clair Road East Development Specific Initiatives:****Complete Community**

This application proposes to develop the lands with higher mixed-use densities, which will be serviced by the proposed ground floor commercial as well as the adjacent commercial plaza. The development will provide for ample outdoor amenity area, in addition to, the proposed parkland dedication for a public park abutting the south limit of the site. The site is adjacent to a stormwater management pond, which is planned to provide for future pedestrian pathways connecting directly to Dallan Park and Lynch Walkway. This will ensure the community is walkable and well serviced by existing and planned amenities.

**Woonerf**

The proposed Woonerf runs along the centre of the development area providing visual, pedestrian and vehicular connections within the site from north to south. The Woonerf will allow for the extension of the outdoor amenity area while providing for the separation of vehicle and pedestrians with the use of bollard to ensure the safety for pedestrians.

**Landscape Design and Park Placement**

As part of this application, an area for a public park will be dedicated to the City, which will provide a gathering place for not only the future residents of the development but for the greater enjoyment of the residents in the neighbourhood. The outdoor amenity and landscaped areas will enhance the streetscape, façade, entrance design ensuring the integration of the proposed developments with the surrounding community.

**Alternative Transportation**

The Subject Lands are well connected to the road network, existing public transit, and planned active transit infrastructure. Future residents will have access to Route 16 (Southgate), Route 19 (Hanlon Creek), Route 56U (Colonial), Route 99 (Mainline) providing a number of connections including Hanlon Industrial Park, Stone Road Mall, University of Guelph, and Downtown. Future residents will also have access to the existing and planned pedestrian and cycle pathways from Dallan Park connecting to the larger trail network. The proposed development will provide for indoor bicycle storage for residents.

**Low Impact Design Strategies**

First Capital will be implementing Green Infrastructure and Low-Impact-Development technologies in the development of this Site in order to preserve and restore the natural hydrologic cycle. The most up-to-date generation of stormwater filters will be installed in the Development such that stormwater runoff and snowmelt leaving the Site is 'cleaned' of suspended solids prior to entering the natural environment. Infiltration strategies such as infiltration tanks/galleries will be utilized to mimic the groundwater table recharge characteristics of the site, prior to development.

**Electric Vehicle Chargers**

Residential parking spaces will provide the opportunity for Electric Vehicle Chargers.

**Daylighting Strategies**

The arrangement of the blocks is optimized to enhance daylight exposure in the ground-level outdoor amenity areas while preventing shadows in the public park. Along Poppy Drive East, the townhouses are situated 12m away from the street edge, creating a setback. Additionally, the mid-rise is positioned even farther back from the townhouses, minimizing any shadow effects. The towers are positioned in an east-west orientation to lessen the impact of shadows on the pedestrian connection through the Woonerf. Use of higher-performing glazing with improved low-e coatings that block UV rays without compromising the transmission of visible light

**Sustainable Roofing Choices / Heat Island Reduction**

The proposed design has taken into account and provides for building material, which will contribute to the reflection of light. The inclusion of lighter-coloured surface on the roof, will reflect more solar radiation than roofing material comprised of asphalt.

Sincerely yours,



**Kara Green**  
Manager, Development  
First Capital REIT

# **Appendix 11**

## **BIRD-FRIENDLY DESIGN GUIDELINE CHECKLIST**

## **Bird-friendly Design Guideline checklist**

Elevation drawings should clearly highlight the bird-friendly design features applied through completion of the following checklist:

- Within the first 16 m of the height of the building, a minimum of 85 per cent of *exterior glazing* that faces the natural heritage system and/or an *area of vegetation* is treated with visual markers;
- Visual markers are a minimum of 0.5 cm in diameter or larger;
- Visual markers are spaced a maximum of 5 by 5 cm apart;
- Visual markers are applied to the exterior surface of low reflectance glass;
- Visual markers achieve high contrast with transparent or reflective materials under varying daylight conditions;
- Visual markers consist of fritted or etched glass or fenestration patterns;
- Clear glass corners located within the first 16 m of the height of a building are treated with visual markers for a minimum of 5 m extending on each side away from the corner; and
- *Parallel glass* is treated with visual markers.