



PLANNING JUSTIFICATION REPORT

1 Clair Road East
City of Guelph

DECEMBER
2023



MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE



Date:

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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 5.295 hectares. The proposed development is clustered on the eastern 2.20 hectares of the site, with frontage of ± 145 metres of frontage on Clair Street East, ± 155 metres along Hawkins Drive, ± 130 metres Poppy Drive East, and ± 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 Shopping Centre (CC) Zone” as per the City of Guelph Zoning By-law (1995)-14864.

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 mapping and text of the City’s Official Plan to increase the permitted density in the “Commercial Mixed-use Centre”. The OPA proposes an overall density of 328 units per hectare for the Subject Lands 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 current “Commercial Shopping Centre (CC) 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) that is proposed through the new City of Guelph Zoning By-law (2023)-20790 for the development lands to ensure there is sufficient municipal services to accommodate development. 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 Hermsen 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 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 Subject Lands with four mixed-use and residential buildings, with five high-rise tower, varying in height from 10 to 14 storeys.

The proposal includes the redevelopment of the eastern portion of the Subject Lands through the introduction of four mixed-use and residential buildings to be developed in three phases in the future should existing tenants vacate the site. A total of 721 residential units are proposed, with 1,850 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.

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 5.295 hectares (13.08 acres). The proposed development is focused to the eastern 2.20 hectare portion of the site with ± 145 metres of frontage on Clair Street East, ± 155 metres along Hawkins Drive, ± 130 metres Poppy Drive East and ± 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 (2020):** Settlement Area;
- **Draft Provincial Policy Statement (2022):** Settlement Area;
- **Growth Plan (2020):** Designated Greenfield Area;
- **City of Guelph Official Plan (OPA 80):** Greenfield Area, Commercial Mixed-Use Corridor;
- **City of Guelph Zoning By-law (1995)-14864 (Current):** Community Shopping Centre with Site Specific Provisions (CC-20)
- **New City of Guelph Zoning By-law (2023)-20790 (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.

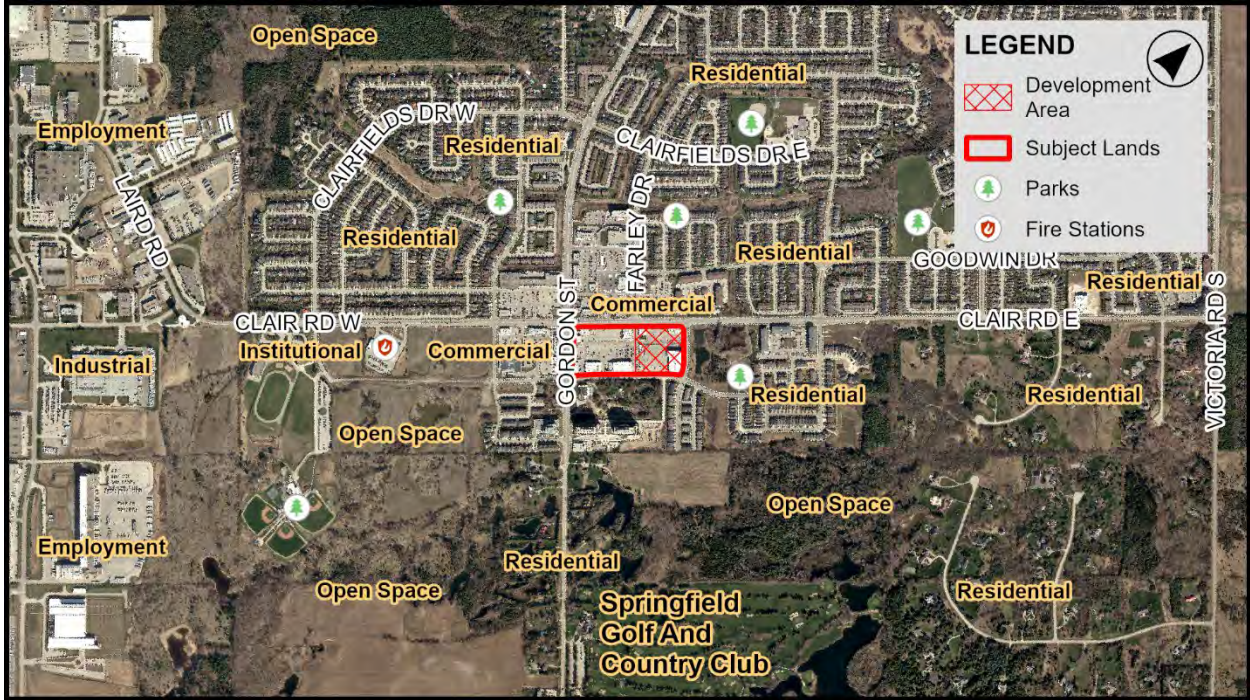


Figure 2: Site Context

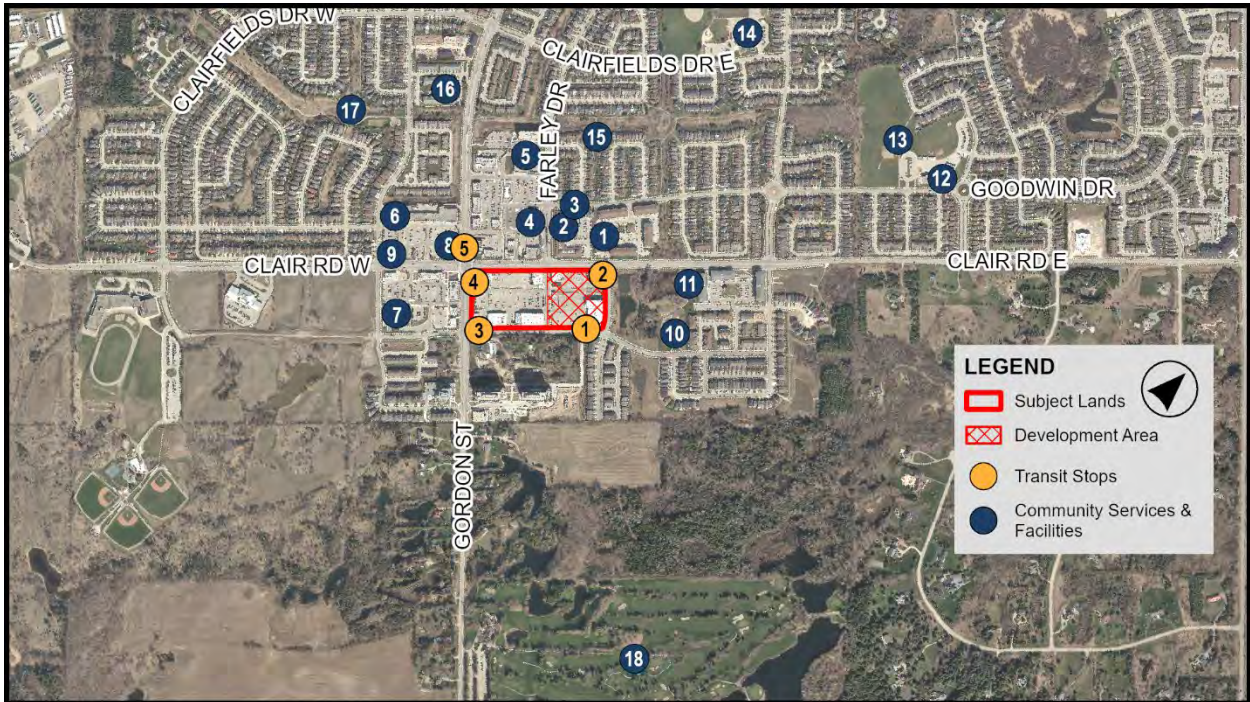


Figure 3: Community Services and Facilities

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
<i>Community Services & Facilities</i>					
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
18	Springfield Golf & Country Club	1200	16	5	3
<i>Transit Stops</i>					
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

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 56 U (Gordon) which provides connections to the University of Guelph from Clearfields 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 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 Ease. 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 721 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 328 units per hectare. The residential units will include diverse unit type and mix with 377 - 2 bedroom apartment units, 299 - one bedroom apartment units, 36 - two bedroom townhouse units and 9 - three bedroom townhouse units. Residential uses will be complemented by 1,850 m² of ground floor commercial and retail space. In total, the development will include 1,879 sq. m of indoor residential amenity space and 6,491 sq. m. of outdoor amenity space.

Vehicular access will be located on two levels below grade with access from the private access road. A total of 767 parking spaces will be provided underground, with 24 surface parking spaces and a combined total of 791 parking spaces. Vehicle parking spaces will be comprised of 692 residential spaces, 75 visitor spaces and 24 commercial and retail parking spaces. Vehicle parking is provided at a rate of 0.96 resident parking, 0.1 for visitor and 1.15 for commercial retail.

Bird-friendly design elements, as noted in **Appendix 9**, 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	Proposed
Gross Site Area	53,860 m ²
Development Site Area	22,188 m ²
Parkland Dedication	1,333 m ²
Landscape Coverage	42%
Gross Floor Area	
Residential	75,434 m ²
Commercial	1,850 m ²
Total	77,284 m ²
Density	328 units per hectare
Floor Space Index	3.48
Parking Spaces	767

2.3 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.

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, however, an increase in permitted density is required to facilitate the proposed mixed-use development. The OPA proposes an overall density of 328 units per ha.

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

2.4 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 (1995)-14864 and New City of Guelph Zoning By-law (2023)-20790 to facilitate the redevelopment of the Subject Lands.

In order to permit the proposed development, an amendment to the City of Guelph Zoning By-law (1995)-14864, is required to apply a site-specific exception to the current “Community Shopping Centre (CC) Zone” to allow the continuation of the existing uses on the west portion of the Subject Land. An amendment to Guelph Zoning By-law (1995)-14864, is required 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 to permit the proposed development on the east side of the Subject Lands.

The requested ZBA seek amend the New 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. The requested ZBA also seeking to remove Holding Provision 12 (H12), proposed with the New City of Guelph Zoning By-law (2023)-20790 for the development lands, which 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.

2.5 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.

2.5.1 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.

2.5.2 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.

2.5.3 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 spaces 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.

2.5.4 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 performance:
 - 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.

2.5.5 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 for Phase 1:
 - A minimum resident parking requirement of 1 space / unit.
 - A minimum residential visitor parking requirement of 0.1 spaces / unit.
- The following long-term parking requirements are proposed for full build-out of the Site:
 - A minimum resident parking requirement of 0.9 spaces / unit.
 - A minimum residential visitor parking requirement of 0.1 spaces / unit for residential visitors
 - A minimum retail space parking requirement of 1.5 spaces / 100 m² 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 791 parking spaces, include including 692 resident spaces, 75 residential visitor spaces, and 24 retail parking spaces, meeting the Phase 1 and full build-out recommendations for parking supply.
- The Site-specific zoning by-law also reflects a retail parking rate of 3.00 spaces / 100 m² GFA for the commercial lands west of Farley Drive, which is consistent with Zoning By-law (2023)-20790 (appealed) for retail establishments and exceeds the existing peak observed parking demands of 2.70 spaces / 100 m² 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.

2.5.6 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 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.

2.5.7 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 reduction in retail commercial space from approximately 50,000 square feet to approximately 21,000 square feet. The overall retail commercial space at Pergola Commons is therefore anticipated to decline from approximately 147,000 square feet to 121,000 square feet, which represents a decrease of 17.7%. 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.

2.5.8 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 an Record of Site Condition.

2.6 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.

2.7 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.
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	Staff Review	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	Awaiting Formal Application	PRE23-008S; Site Plan SPRC	New proposed secondary school and sports field
10	1242-1270 Gordon Street	Active	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	1871 & 1879 Gordon Street	Active	OZS19-011 Zoning By-law Amendment	To permit the development of a 6-storey apartment building comprised of 43 units.
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	1166 - 1204 Gordon Street	Active	OZS22-007 Official Plan Amendment / Zoning By-law Amendment	Proposed development of 6-Storey apartment building with 122 units and 21 on-street townhouses.

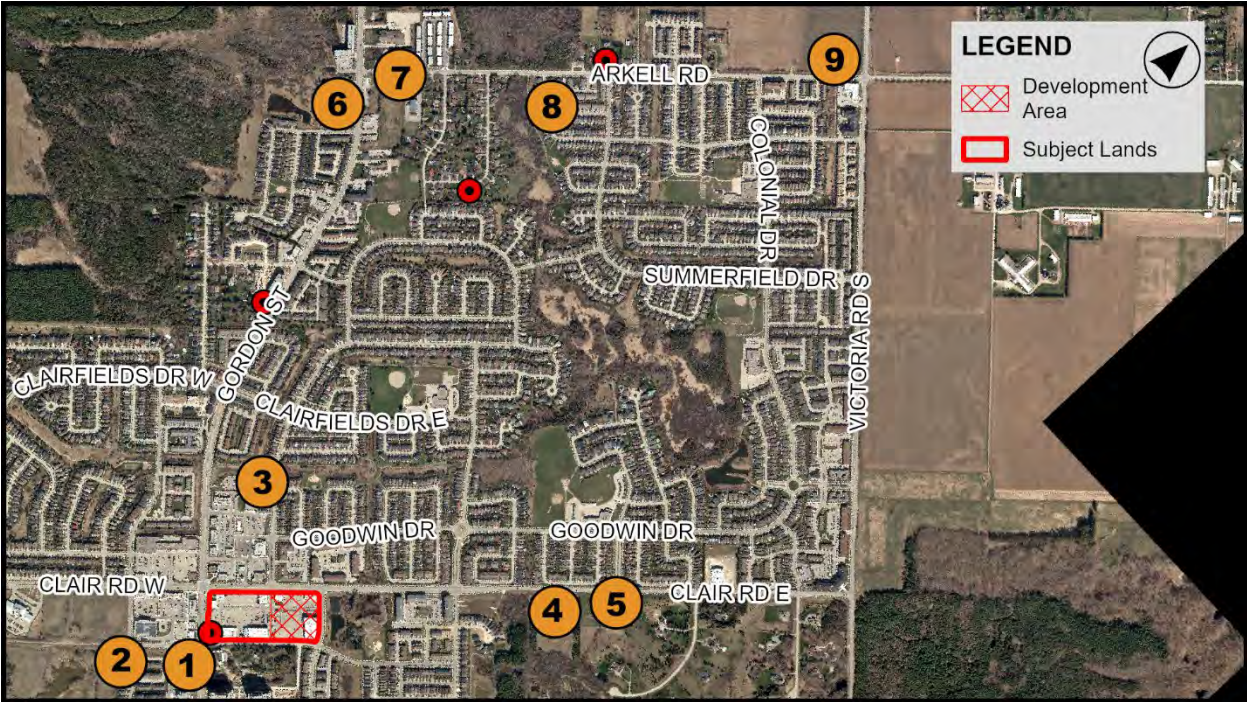


Figure 4: Surrounding Development Applications

2.8 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.

2.8.1 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 the 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.

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 721 residential units. The 721 residential units include 377 - 2 bedroom apartment units, 299 - one bedroom apartment units, 36 - two bedroom townhouse units and 9 - 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.

2.8.2 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.

2.8.3 Annual Ownership Benchmark Prices

The City of Guelph provides an annual Growth Management and Affordable Housing Monitoring Report, which includes benchmark price for affordable ownership. The May 5, 2023 Information Report includes the latest version of the Growth Management and Affordable Housing Monitoring Report for 2022. The report concluded that for the year 2022, 22% of newly constructed residential units were sold below the affordable housing ownership benchmark price of \$455,125, which does not meet the affordable ownership target of 25% outlined in the Official Plan. Of those residential units that were sold below market rate, 96% were apartments and 4% were townhouses.

Each year the City determines the affordable housing benchmarks for ownership housing based on the lowest of a market and income-base calculation. The goals for the year 2023 are created based on the data from 2022.

- The market-based calculation is calculated as 10% below the average purchase price of a resale unit
 - $\$834,220$ (average resale price for all dwelling types sold in Guelph in 2022) X 0.90 = $\$750,798$
- The income-based calculation is based on a percentile analyses of household income, adjusted for inflation that takes into consideration the recent increases in mortgage lending rates.
 - The ownership affordability income-based benchmark for 2023 is $\$429,016$

As the less expensive of the two methods is the income-based method, the 2023 affordable housing ownership benchmark price is $\$429,016$. At this time, the tenure and pricing of the units has not been determined.

2.8.4 Unit Descriptions & Amenity Areas

The requested OPA and ZBA would permit redevelopment of the Site with 721 units (1,152 bedrooms). At this time approximately 42% of the units are proposed to be one-bedroom apartment units, 52% two-bedroom apartment units, 5% 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;
- 377 two bedroom apartment units that are currently proposed;
- 36 two bedroom townhouse units that are currently proposed; and
- 9 three bedroom townhouse units that are currently proposed.

Both indoor and outdoor amenity spaces are proposed for residents. Outdoor amenity areas at grade are proposed 6,491 squared metres. Some of the residential units will have private balconies or terraces. A total 1,879 squared metres is proposed as indoor amenity spaces.

2.8.5 Target Market- Ownership

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

2.8.6 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.

2.8.7 Pre-consultation Comments Summary

The proposal was discussed with the City of Guelph Development Review Committee on September 28th 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 5**.

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 Policy Statement, 2020 ('PPS')

The Provincial Policy Statement (2020) (the "PPS") is issued under Section 3 of the *Planning Act* and came into effect on May 1, 2020. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure.

The PPS strongly encourages development that will provide long-term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions, including those made on applications for Official Plan Amendment and Zoning By-law Amendment must be consistent with the PPS.

As per the PPS, the Subject Lands are within the 'Settlement Area' in the City of Guelph.

Section 1.1.1 identifies ways in which healthy, liveable and safe communities are sustained. Healthy, liveable and safe communities can be designed by creating developments that promote efficient land use patterns containing a range and mix of uses within existing Settlement Areas that support local transit, promote active transportation, are assessable to all and are designed in a

sustainable manner, taking into account the impacts new development can have on the climate and natural environment.

Section 1.1.2 states that sufficient land be made available to accommodate a mix of land uses to meet projected needs for a time horizon of up to 25 years informed by provincial guidelines. Within settlement areas, sufficient land use shall be made available through intensification and redevelopment, if necessary, designated growth areas, while noting that nothing limits planning for infrastructure, public service facilities and employment areas beyond a 25-year horizon.

Section 1.1.3 provides guidance for settlement areas, noting that vitality and regeneration of settlement areas, such as cities, towns, villages and hamlets, is critical to the long-term economic prosperity of communities, as such, should be the focus of growth and development. **Section 1.1.3.2** states that land use patterns in these areas shall be based on densities and a mix of land uses that efficiently use land and resources, utilize existing infrastructure, are supportive of transit, active transportation and freight, and promote sustainable design to prepare for impacts of a changing climate. **Section 1.1.3.3** directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development through intensification and redevelopment taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing

or planned infrastructure and public service facilities required to accommodate projected needs. Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety, as identified through **Section 1.1.3.4**.

Sections 1.1.3.5 and **1.1.3.6** focus on new development, intensification targets and state that planning authorities shall establish and implement minimum density targets for intensification and redevelopment within built up areas. These targets should be achieved primarily within designated growth areas, in an orderly and timely progression, taking into account available infrastructure and public service facilities to ensure they meet current and projected needs.

Section 1.4 of the PPS directs municipalities 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. This includes providing a range of housing forms, and all forms of residential intensification, directing new housing development towards areas with appropriate levels of infrastructure and public service facilities, and promoting densities that efficiently use land, resources and infrastructure and support active transportation and transit and also utilize existing infrastructure.

Section 1.6, Infrastructure and Public Service Facilities, pertains to the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize

existing municipal infrastructure and enhance existing and planned transportation networks and corridors. Land use patterns and densities should promote public and active transportation and reduce reliance on vehicles.

Section 1.6.7 states that existing and planned infrastructure including transportation systems should be provided that are safe, energy efficient and address projected needs. Land use should be designed in a manner that provides for a range of densities and uses that reduce reliance on vehicles and promote transit and active transportation, while **Section 1.6.8** recognizes the need for major goods movement facilities and corridors for the long term and directs development with appropriate uses that would benefit from the proximity to this infrastructure.

Section 1.7, Long Term Economic Prosperity, focuses on how to achieve and support long term economic prosperity through promoting development that optimizes underutilized land, encourages a sense of place, promotes economic development, and responds to market-driven needs.

Section 1.8, Energy Conservation, Air Quality and Climate Change, provides policy directions to support energy conservation through appropriate land use and development patterns.

Provincial Policy Statement Summary:

A full analysis of the relevant Provincial Policy Statement policies to the proposed

development can be found in **Appendix 5**.
In summary:

1. The OPA and ZBA applications will allow for the provision of an efficient development that invests in underutilized land within the existing urban area of the City of Guelph.
2. The proposal consists of four high-rise mixed-use and residential apartment buildings that provide approximately 721 residential units, contributing to the mix and range of housing available to the community.
3. 1,850 squared metres of at-grade commercial gross floor area is to be provided through the proposal, contributing to the range of employment opportunities available

to the community that diversified economic base and promote economic development.

4. The proposed development has a compact built-form that optimizes existing infrastructure, maximizes the efficient use of the land, and encourages public and active transportation.
5. The proposed development is consistent with the PPS, allows for development at an appropriate height and density and supports the goals of the PPS.

It is in our opinion that the proposed ZBA and OPA applications are consistent with the goals and visions of the PPS.

3.3 Draft Provincial Planning Statements

On April 6, 2023, the Ontario Ministry of Municipal Affairs and Housing released the “Proposed Provincial Policy Statement” that represented the harmonization of the Provincial Policy Statement with the Growth Plan. The Ministry then released a final version of the proposed statement on June 16, 2023. The changes proposed in the 2023 Provincial Planning Statement represent fundamental changes in how growth planning is carried out in the province. The elimination of intensification targets and the ability to expand settlement areas at any time will shift how, where, and when municipalities grow.

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 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 2.4.1, 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.

Sections 3.1.1 and 3.1.2, General Policies for Infrastructure and Public Service Facilities, 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.

Draft 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.

While not yet in effect, the proposed OPA and ZBA are consistent with the proposed Provincial policies.

3.4 Growth Plan for the Greater Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (“Growth Plan”) was prepared and approved under the Places to Grow Act, and amended in 2020 through Amendment 1, to set employment and population growth targets to 2051. The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to 2051 to achieve compact, complete communities in the future. As per Schedule 2- A Place to Growth Concept, the Subject Lands are within the ‘Designated Greenfield Area’ of the Growth Plan.

Section 2.2.1, Managing Growth, provides policy direction that addresses the management of growth to build complete, compact, and transit-oriented communities. Policies within the Growth Plan direct the vast majority of growth within settlement areas, specifically to delineated built boundaries including, strategic growth areas with existing or planned priority or higher order transit planned public service facilities. The Growth Plan also requires new development to support and achieve complete communities with compact built form, a vibrant public realm, and a diverse mix of land uses with convenient access to active transportation options.

Section 2.2.6, includes policies on Housing, that stipulate that a diverse range and mix of housing options and densities must be provided to meet the projected needs of current and future residents that supports the creation of complete communities.

Section 2.2.7, Designated Greenfield Areas, states that new development taking place in Designated Greenfield Areas must support active and public transportation, and the creation of complete communities. Development in the City of Guelph’s Designated Greenfield Area must be a minimum density target of 50 residents and jobs combined per hectare.

Section 3.2.6 includes policies on Water and Wastewater Systems, stating that municipal water and wastewater systems will serve growth in a manner that supports the achievement of minimum intensification and density targets.

Growth Plan Summary:

1. The proposed OPA and ZBA application facilitate a development that provides for an appropriate level of intensification that support the goals of Strategic Growth Areas for compact and transit-oriented development.
2. The proposed development will contribute to the achievement of a complete community through providing a new development with an attractive built form and vibrant public realm with convenient access to a variety of transportation modes, a community park, and commercial retail space.

3. The proposed OPA and ZBA will provide a full range of housing unit types and sizes that conforms to the growth and intensification targets of the Growth Plan.
4. The proposal achieves a density of approximately 328 residents and jobs per hectare, surpassing the minimum intensification target for Designated Greenfield Areas in the City of Guelph.
5. The proposal makes efficient use of the existing municipal services and proposes new servicing infrastructure where required to support the achievement of minimum intensification and density targets.

In our opinion, the proposed OPA and ZBA applications conform to the Growth Plan.

3.5 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 has not been consolidated to include OPA 80 thus, for purposes of this PJR, the Council Approved OPA 80 was referenced in conjunction with

the Official Plan consolidated in 2022. Due to the recent reversal of provincial changes and approvals to several Official Plans, including the City of Guelph’s OPA 80, the MMAH approved changes to OPA 80 has been omitted from this PJR until a final decision has been made.

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.

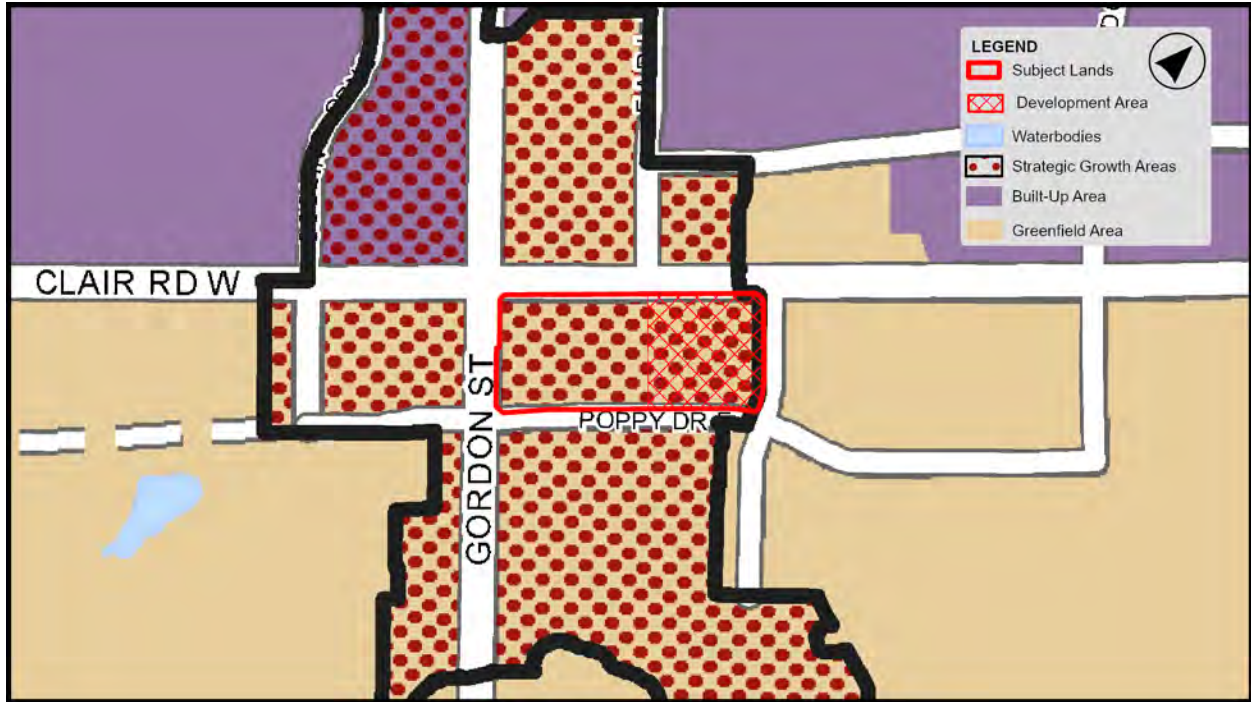


Figure 5: Guelph Official Plan (OPA 80) Schedule 1a – Urban Structure



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

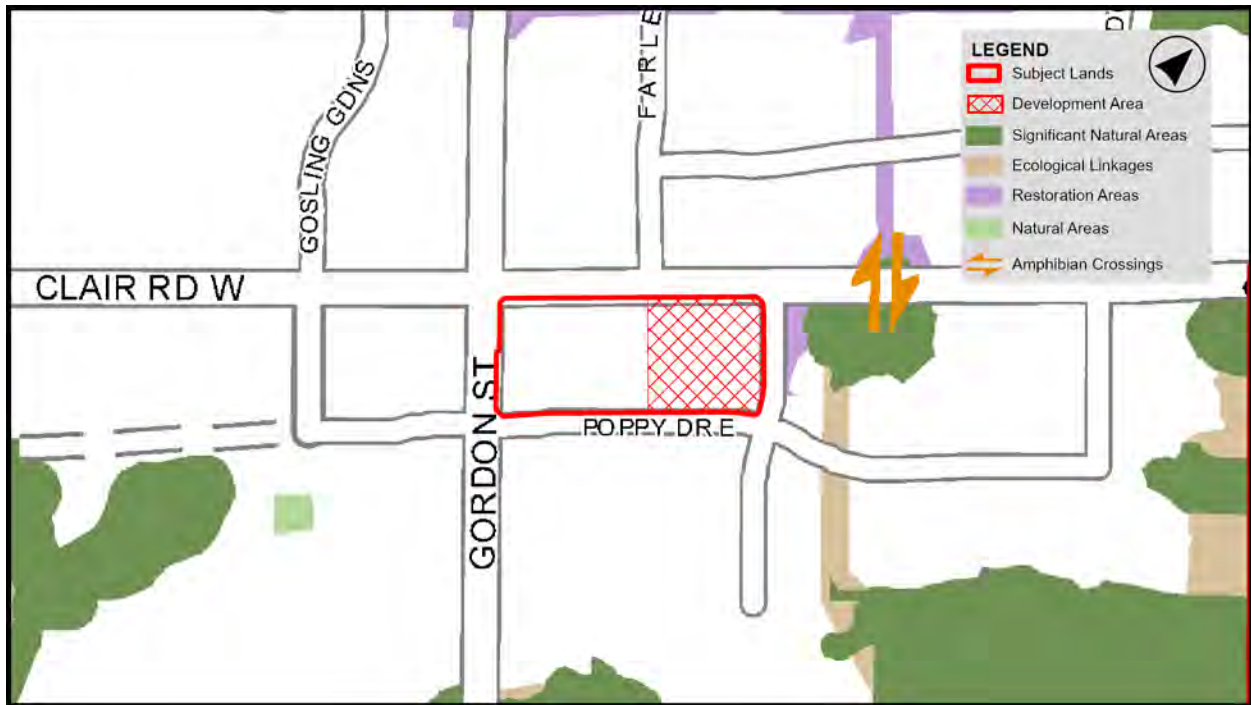


Figure 7: Guelph Official Plan (OPA 80) Schedule 4 – Natural Heritage System

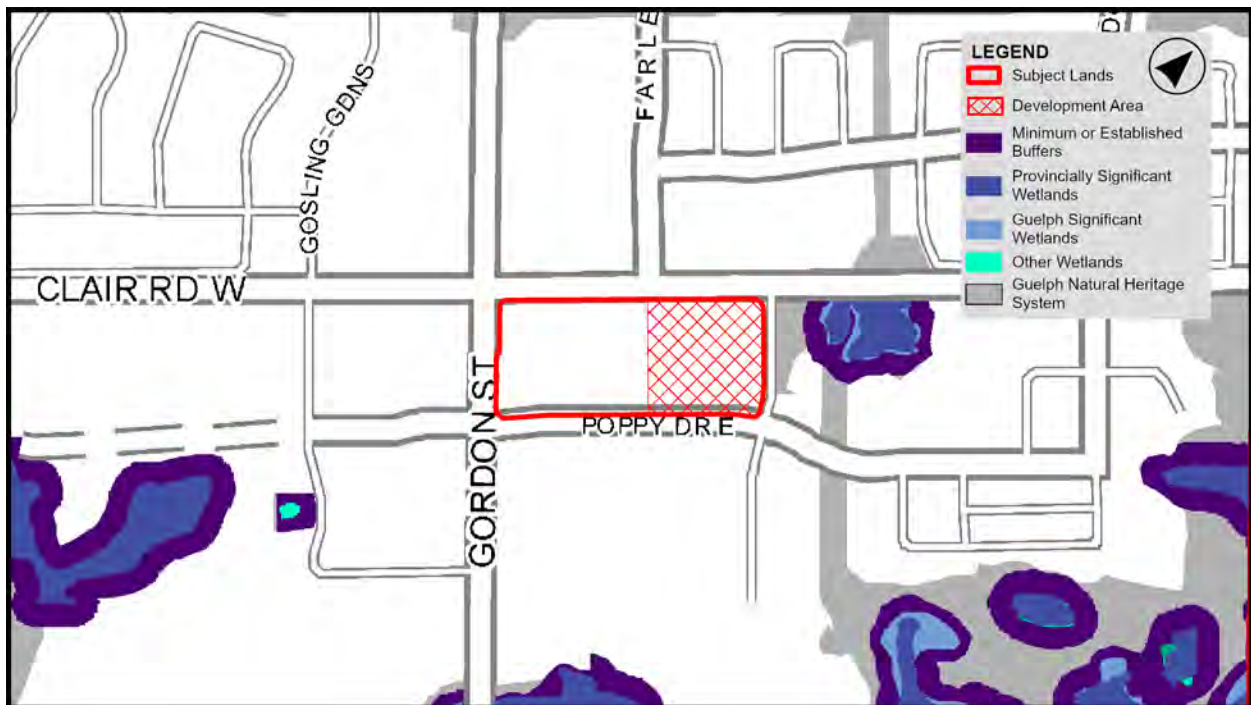


Figure 8: Guelph Official Plan (OPA 80) Schedule 4a – Natural Heritage System - ANSI and Wetlands

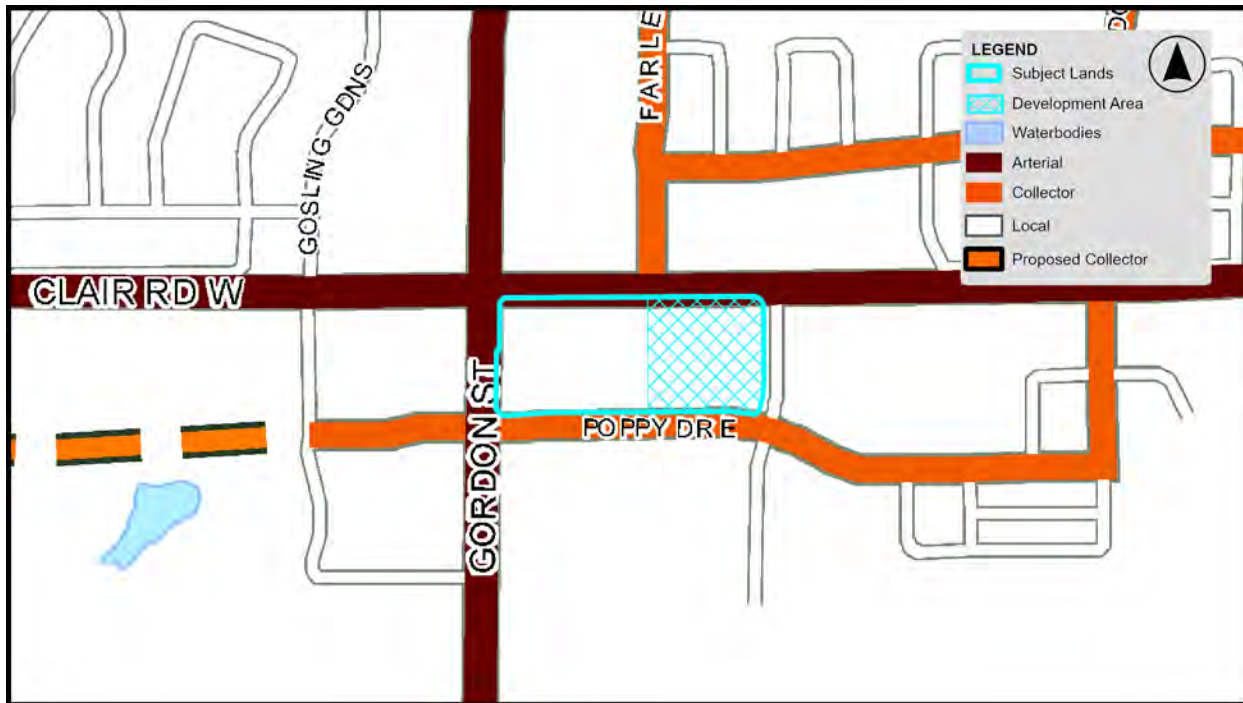


Figure 9: Guelph Official Plan (OPA 80) Schedule 5 – Road & Rail Network

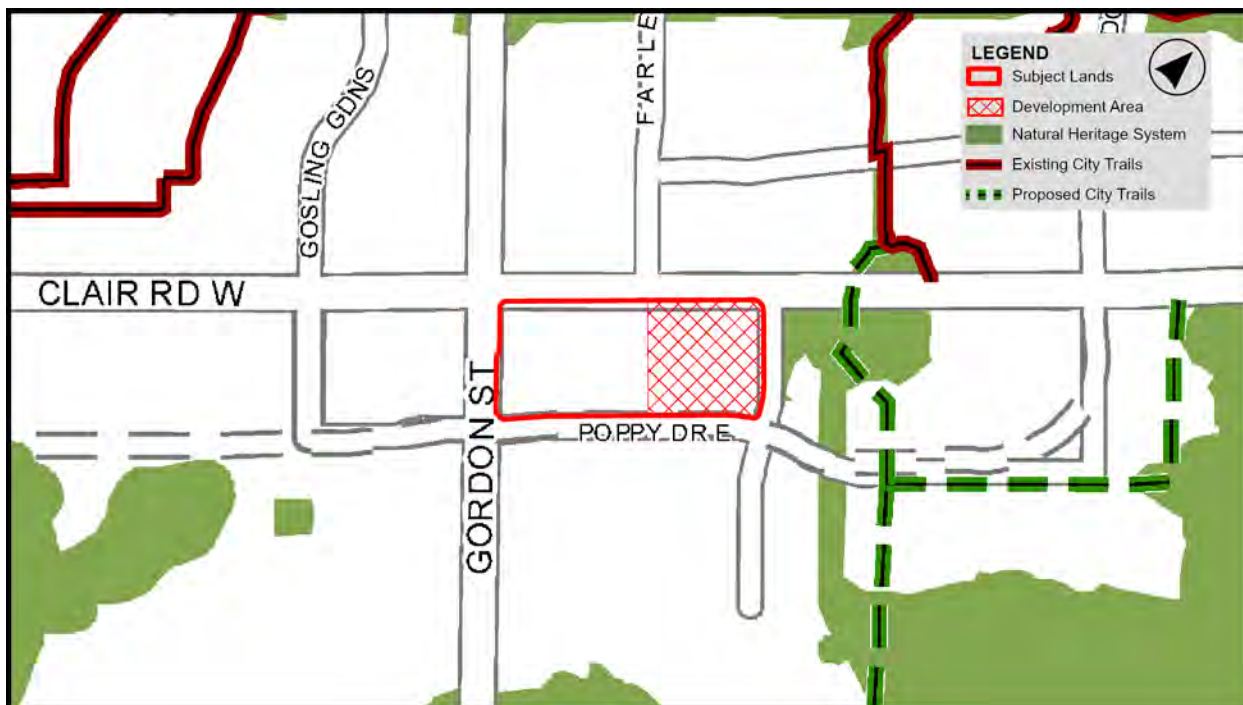


Figure 10: Guelph Official Plan (OPA 80) Schedule 6 – Open Space System: Trail Network

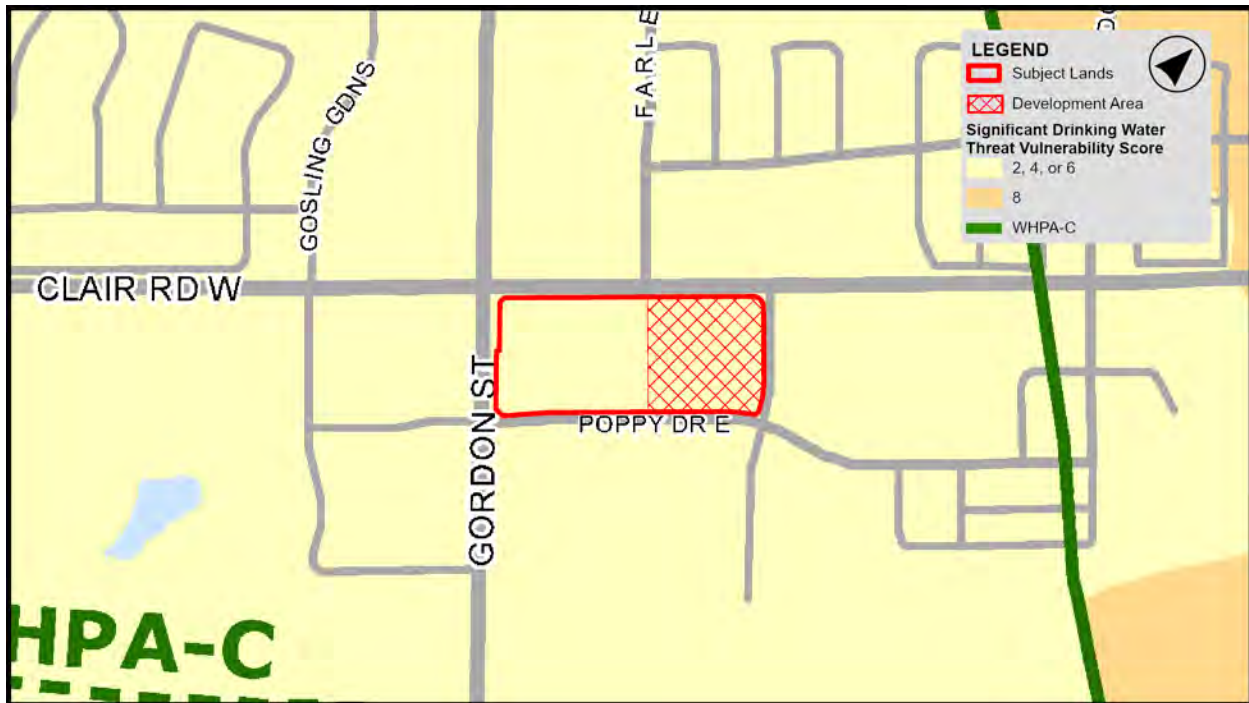


Figure 11: Guelph Official Plan (OPA 80) Schedule 7a – Wellhead Protection Areas

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 5**. In summary:

1. The proposed OPA and ZBA applications will allow for the creation of 721 new residential units and 1,850 squares metres GFA of commercial space within an identified Strategic Growth Area. The development will achieve a FSI of 3.48, 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.

3.6 City of Guelph Zoning By-law

The City of Guelph Zoning By-law (1995)-14864 was adopted by Guelph City Council in June of 1995. Zoning By-law (1995)-14864 outlines general provisions in addition to regulations and permitted uses within each zone. As per the Zoning By-law (1995)-14864, the Subject Lands are zoned as 'Community Shopping Centre (CC-20)'. Uses permitted in lands zoned as 'CC-20' include: Building supply; Print Shop; Postal Service; Repair Service; Rental Outlet; and Institutional uses. Mapping and applicable zoning are included in this report as **Figure 12**.

On April 18th 2023, the Council in the City of Guelph approved the new Zoning By-law (2023)-20790. 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 13**.

Zoning By-law (2023)-20790 is currently under appeal. Any application made while Zoning By-law (2023)-207 is under appeal must comply with both the current Zoning By-law (1995)-14864 and the new Zoning By-law (2023)-20790. The following chart has been provided to show how the proposed development conforms to the regulations of both the in-effect Zoning By-law (1995)-14864, as well as, Zoning By-law (2023)-20790, which is under appeal. The intent of the proposed Zoning By-law Amendment is to implement the zoning standards of Zoning By-law (2023)-20790 as it implements the goals and policies of the City Guelph Official Plan.

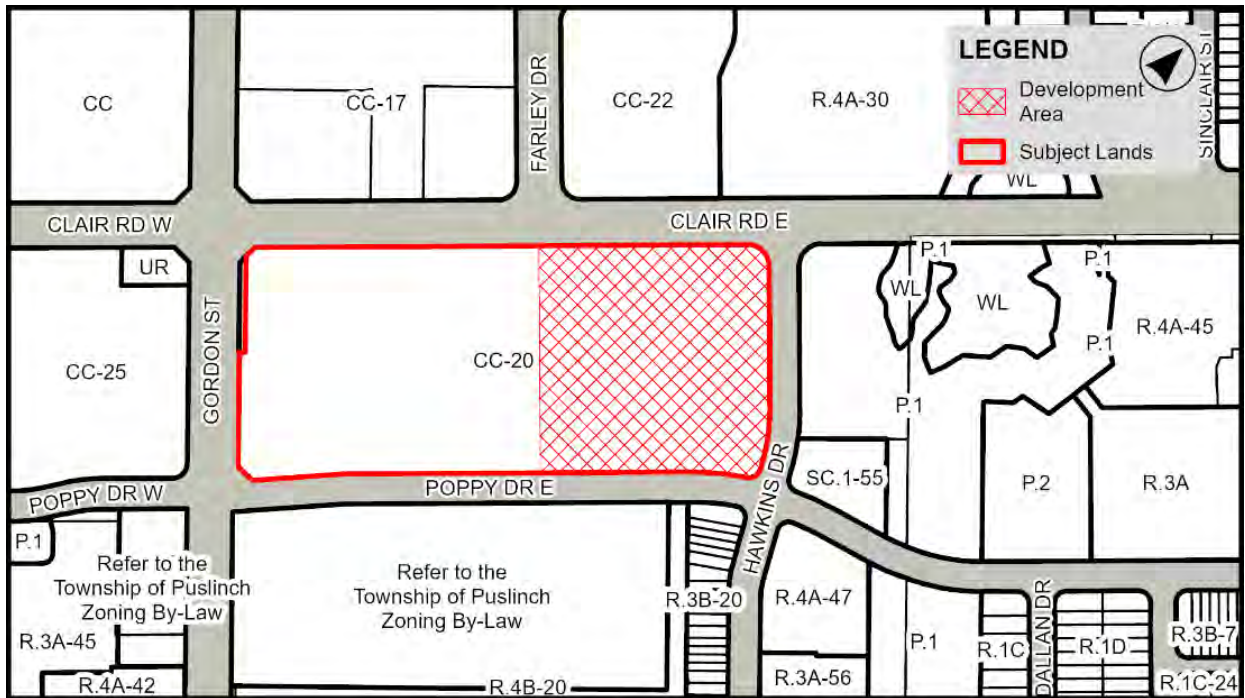


Figure 12: Guelph Zoning By-law (1995)-14864

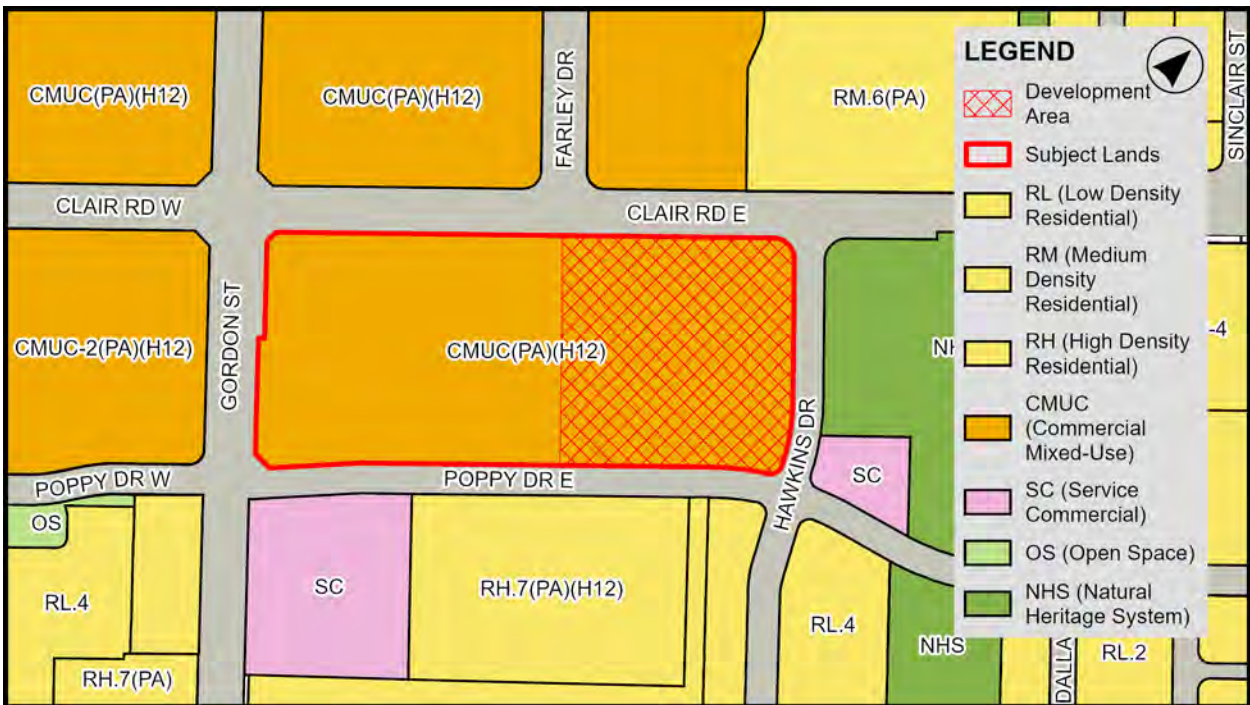


Figure 13: Guelph Zoning By-law (2023)-20790

TABLE 4: ZONING COMPARISON CHART

Provision		EXISTING Required as per By-law (1995)- 14864 For 'CC-20' Zone	PROPOSED Required as per By-law (1995)- 14864 For 'R.4B' Zone	PROPOSED Required as per By-law (2023)-20790 for 'CMUC' Zone.	COMPLIANCE Proposed
Lot Frontage (min)		50 m	15 m	50 m	± 140 m ² (Assuming Clair)
Lot Area	Minimum	7,500 m ²	650 m ²	7,500 m ²	22,188 m ² (Development Area)
	Maximum	53,822.78 m ²	-	50,000 m ²	22,188 m ² (Development Area)
Residential density (units per hectare)	Minimum	-	-	100 uph	328 uph
	Maximum	-	150 uph	150 uph	328 uph
Front yard and exterior side yard	Minimum	-	6 metres	3 m	Clair Rd E – 3 m Hawkins Dr – 6.5 m Poppy Dr – 10.9 m
	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	Clair Rd E – 3 m Hawkins Dr – 6.5 m Poppy Dr – 10.9 m
Interior side yard (min)		-	Equal to one-half the Building Height but not less than 3 metres (where windows of a Habitable Room face on a Side Yard, such Side Yard shall have a minimum width of not less than 7.5 metres.)	3 metres (Where windows of a habitable room face an interior side yard, the minimum interior side yard setback shall be 7.5 m)	To Parkland: Building A – 17.3 m Building B – 35 m

		EXISTING	PROPOSED	PROPOSED	COMPLIANCE
Provision		Required as per By-law (1995)- 14864 For 'CC-20' Zone	Required as per By-law (1995)- 14864 For 'R.4B' Zone	Required as per By-law (2023)-20790 for 'CMUC' Zone.	Proposed
Rear yard (min)		-	Equal to 20% of the Lot Depth or one-half the Building Height, whichever is greater, but in no case less than 7.5 metres.	7.5 m	To Farley Extension (assuming 4 m to centre line): Building B – 7 m Building D – 7 m
Buffer strip (min)		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.
Landscaped open space (min)		9% of the lot area	40% of lot area	20% of lot area	42%
Building Height	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
	Maximum	3 storeys to a maximum of 15 metres	10 Storeys (subject to angular Plane requirements)	10 storeys and in accordance with Section 4.14	10 – 14 Storeys
Gross Floor Area	Minimum	1,875 m ²	-	-	77,284 m ²
	Maximum	14,000 m ² (Commercial)	-	-	77,284 m ²
Floor Space Index			1.5	-	3.48

Provision		EXISTING	PROPOSED	PROPOSED	COMPLIANCE			
Provision		Required as per By-law (1995)- 14864 For 'CC-20' Zone	Required as per By-law (1995)- 14864 For 'R.4B' Zone	Required as per By-law (2023)-20790 for 'CMUC' Zone.	Proposed			
Floorplate size (max)	Below 7 th storey	14,000 m ²	1.5	-	-			
	7 th and 8 th storeys	-		1,200 m ²	Building B -1,679 m ²			
	Above the 8 th storey	-		1,000 m ²	Building C – 914 m ²			
Required Parking	Minimum	1 space per 23 m ² GFA Required = 83.9 spaces (84 spaces)	Res: First 20 units: 1.5 per unit, for each unit in excess of 20: 1.25 per unit Visitor: 20% of parking for visitor Retail: 1 per 16.5 m ²	In addition to the non residential parking rate, 1 space per dwelling unit plus 0.1 visitor spaces per dwelling unit Retail establishment: 1.5 spaces per 100 m ² of GFA	Residential: 0.9 spaces per unit Visitor: 0.1 space per unit Non-res: 1.5 space per 100m ²			
			Bldg A Total Res Incl. Visitor Retail	232.5 spaces 232.5 spaces 46.52 spaces 0 spaces	Bldg. A Total Res Visitor Retail	207.9 spaces 189 spaces 18.9 spaces 0 spaces	Bldg. A Total Res Visitor Retail	269 spaces 248 spaces 21 spaces 0 spaces
			Bldg B Total Res Incl. Visitor Retail	317.5 spaces 317.5 spaces 63.5 spaces 0 spaces	Bldg. B Total Res Visitor Retail	275 spaces 250 spaces 25 spaces 0 spaces	Bldg. B Total Res Visitor Retail	217 spaces 192 spaces 25 spaces 0 spaces
			Bldg C/D Total Res Incl. Visitor Retail	490.7 spaces 357.5 spaces 71.5 spaces 133.2 spaces	Bldg. C/D Total Res Visitor Retail	339.1 spaces 282 spaces 28.2 spaces 28.9 spaces	Bldg. C/D Total Res Visitor Retail	305 spaces 252 spaces 29 spaces 24 spaces
			Total Res Incl. Visitor Retail	1,222.2 spaces 907.5 spaces 181.52 spaces 133.2 spaces	Total Res Visitor Retail	823 spaces 721 spaces 73 spaces 29 spaces	Total Res Visitor Retail	791 spaces 692 spaces 75 spaces 24 spaces

Provision		EXISTING	PROPOSED	PROPOSED	COMPLIANCE
		Required as per By-law (1995)- 14864 For 'CC-20' Zone	Required as per By-law (1995)- 14864 For 'R.4B' Zone	Required as per By-law (2023)-20790 for 'CMUC' Zone.	Proposed
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 Retail establishment: 3 spaces per 100 m ² of GFA	Residential: 0.9 spaces per unit Visitor: 0.1 space per unit Non-res: 1.5 space per 100m
				Bldg. A Total Res 283.5 spaces Visitor 47.25 spaces Retail 0 spaces	Bldg. A Total Res 248 spaces Visitor 21 spaces Retail 0 spaces
				Bldg. B Total Res 375 spaces Visitor 62.5 spaces Retail 0 spaces	Bldg. B Total Res 192 spaces Visitor 25 spaces Retail 0 spaces
				Bldg. C/D Total Res 423 spaces Visitor 70.5 spaces Retail 57.9 spaces	Bldg. C/D Total Res 252 spaces Visitor 29 spaces Retail 24 spaces
				Total Res 1,081.5 spaces Visitor 180.25 spaces Retail 57.9 spaces	Total Res 692 spaces Visitor 75 spaces Retail 24 spaces
Building step backs (min)		-	-	3 m for all portions for the building above the 6 th 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
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 B (Largest Building) – 75 m

Provision	EXISTING	PROPOSED	PROPOSED	COMPLIANCE	
	Required as per By-law (1995)- 14864 For 'CC-20' Zone	Required as per By-law (1995)- 14864 For 'R.4B' Zone	Required as per By-law (2023)-20790 for 'CMUC' Zone.	Proposed	
Distance between buildings (min)	-	Half of the building height and in no case less than 15 metres. (Containing Habitable Rooms) The distance between the faces of any two Buildings with no windows to Habitable Rooms shall be a minimum of 15 metres.	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 - 17m	
First storey height (min)	-	-	4.5 m	7m for Retail 4m at Townhouses	
First storey transparency (min)	-	-	40 % of the surface area of the first storey of a building, up to 4.5 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.	Currently undetermined. Will comply with requirements.	
Active entrance	-	-	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
				Poppy Dr E (Collector)	Principal Residential entrances provided to townhouse units.
				Hawkins Dr	N/A

	EXISTING	PROPOSED	PROPOSED	COMPLIANCE			
Provision	Required as per By-law (1995)- 14864 For 'CC-20' Zone	Required as per By-law (1995)- 14864 For 'R.4B' Zone	Required as per By-law (2023)-20790 for 'CMUC' Zone.	Proposed			
Tower separation (min)	-	-	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 & B	28 m		
				Tower C & D	28 m		
				Tower Setback from Property Line			
			To Interior Side Yard (Park)				
			Towers A & C	26.5m - Hawkins Dr			
			Tower B2	18m - Poppy Dr. E			
			To Rear Yard (Farley Extension)				
			Farley Extension	12.5 m			
Common amenity area (min)	-	30 m ² per dwelling unit for each unit up to 20. For each additional dwelling unit, not less than 20 m ² .	20 m ² per dwelling unit ⁽⁴⁾	11.6 m ² per dwelling unit			
		Bldg. A	Total – 6,980 m ²	Bldg. A	Total – 3,780 m ²	Bldg. A	Total – 2,757 m ² 14.6 per unit
		Bldg. B	Total – 5,200 m ²	Bldg. B	Total – 5,000 m ²	Bldg. B	Total – 3,272 m ² 13.1 per unit
		Bldg. C/D	Total – 5,840 m ²	Bldg. C/D	Total – 5,640 m ²	Bldg. C/D	Total – 2,341 m ² 8.3 per unit
		Total	Total – 18,020 m ²	Total	Total – 14,420 m ²	Total	Total – 8,370 m ² 11.6 per unit

Provision	EXISTING Required as per By-law (1995)- 14864 For 'CC-20' Zone	PROPOSED Required as per By-law (1995)- 14864 For 'R.4B' Zone	PROPOSED Required as per By-law (2023)-20790 for 'CMUC' Zone.	COMPLIANCE Proposed
Angular Plane	-	Building heights shall not exceed an angular plane of 45 degrees from the centre line of the street. (In accordance with Section 4.16)	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)	Clair Rd E – 65.51 degrees Hawkins Dr– 51.46 degrees Poppy Drive E – 47 degrees Park – 35 degrees to the West 50.6 degrees to the North
Commercial GFA (min)	-	-	(i) Not less than 25% of the commercial gross floor area (GFA) existing on the date of the passing of this bylaw. Existing = 4,524 m ² Required = 1,131 m ²	1,850 m ²

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. This increase in height will allow for the optimization of the subject lands and provide for a variety of house types and sizes with appropriate transitions and design. The proposed height increase is consistent with OPA 80.
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 provide for a variety of house types and sizes with appropriate transitions and design.
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.
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. A parking study, prepared by BA Group, supports the proposed reduction in parking provided.
Amenity	As part of this development, a portion of the Subject Land will be dedicated to the City for parkland. The parkland will comprise of approximately 1,333 squared metres. The outdoor amenity area has been designed adjacent to this parkland to maximize the area available for use by the residents and public. In addition to this parkland, the Subject Lands are adjacent to a stormwater pond which is currently utilized by surrounding area residents as walking paths. This is consistent as this area is also noted as future pedestrian pathways (see Figure 10). These pathways will also connect to Dallan Park which is 400 m from the Subject Lands and Lynch Walkway, which is 250 m from the Subject Lands. The accessibility to ample surrounding parkland supports the proposed reduction of required amenity space and is consistent with other site specific amendments for amenity space in other CMUC zoned sites.

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

4.0

CONCLUSION & SUMMARY

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', written over the printed name.

Oz Kemal, MCIP, RPP

Partner

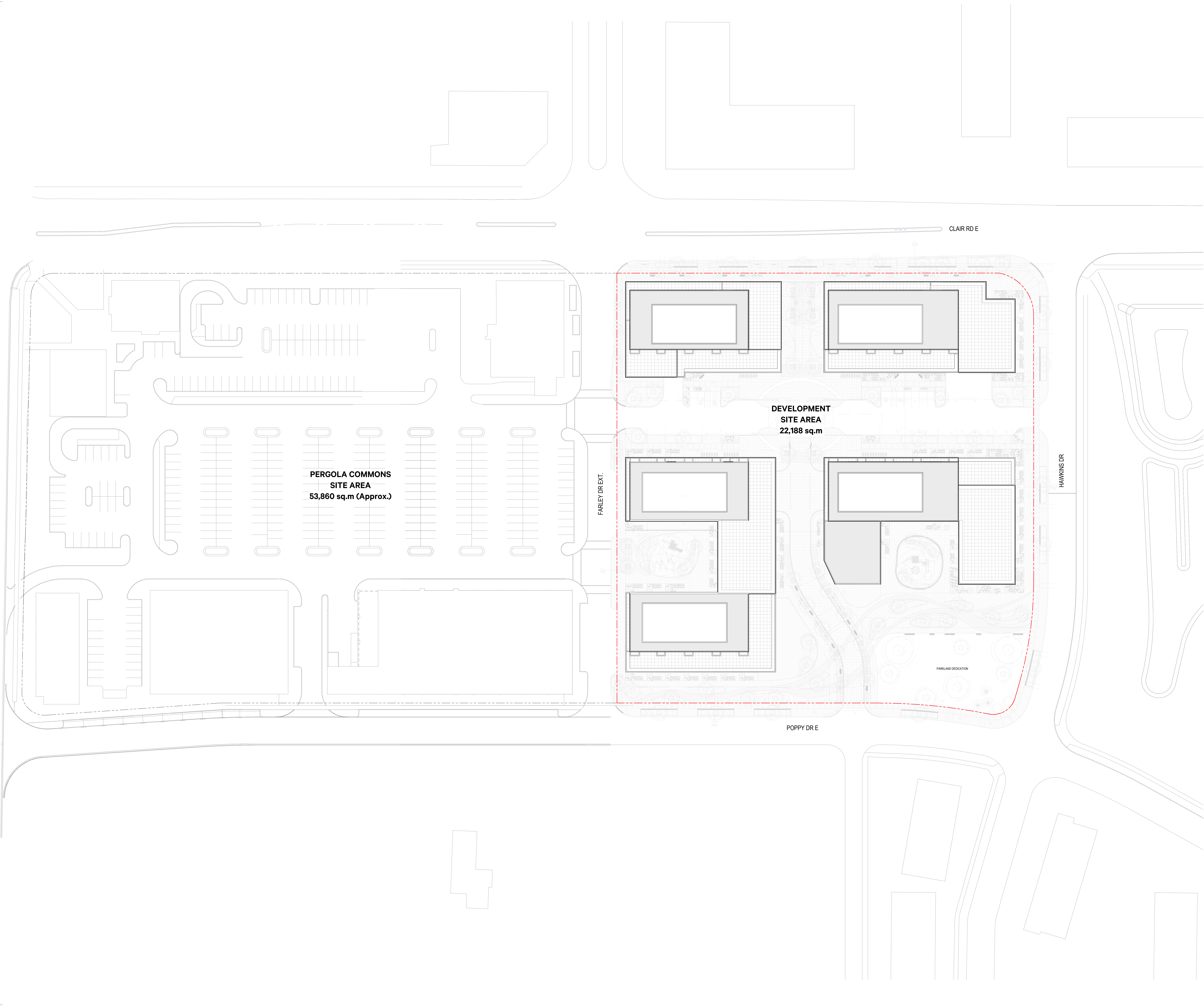
Appendix 1

CONCEPT PLAN

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NO.	DATE	REVISION / ISSUANCE
1	231215	Issued For ZBA Pre-Submission

NOTES



PERGOLA COMMONS

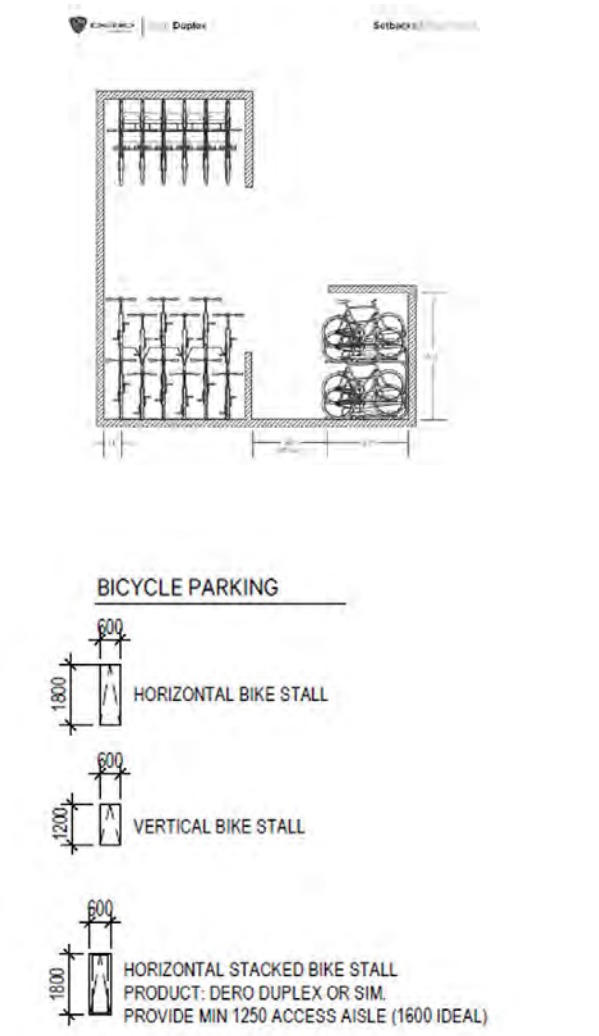
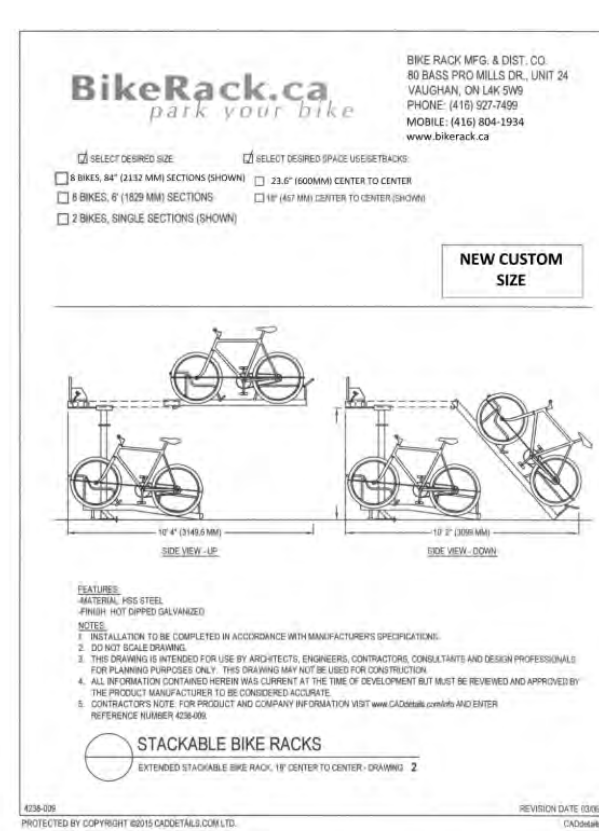
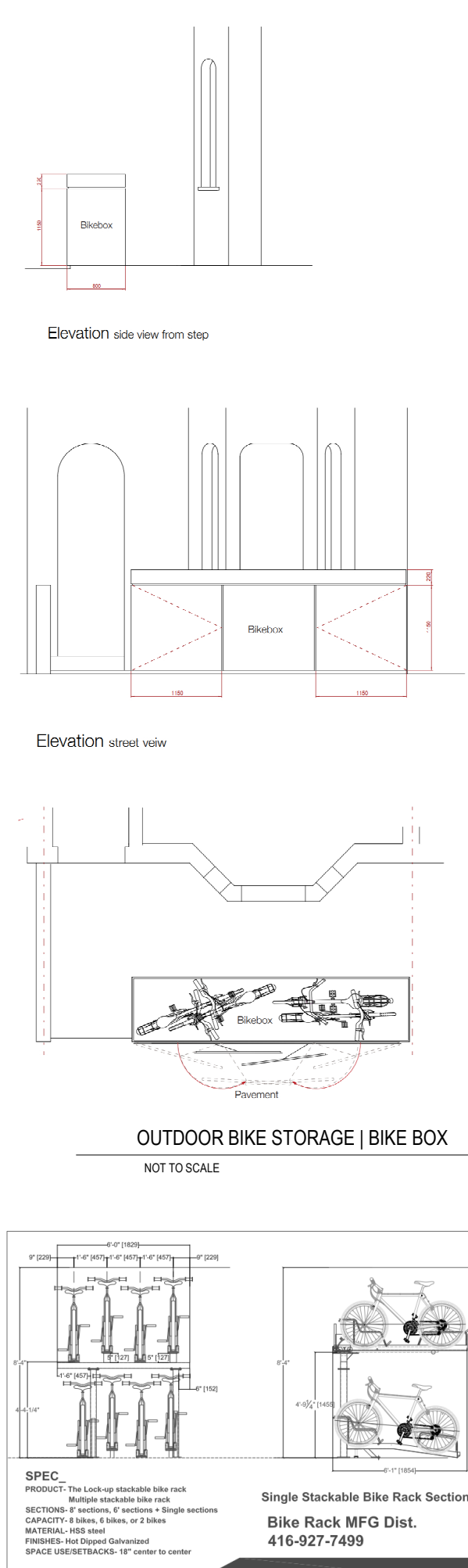
OVERALL SITE PLAN

PROJECT	SCALE	DRAWN	AUTHOR
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CLAIR RD E

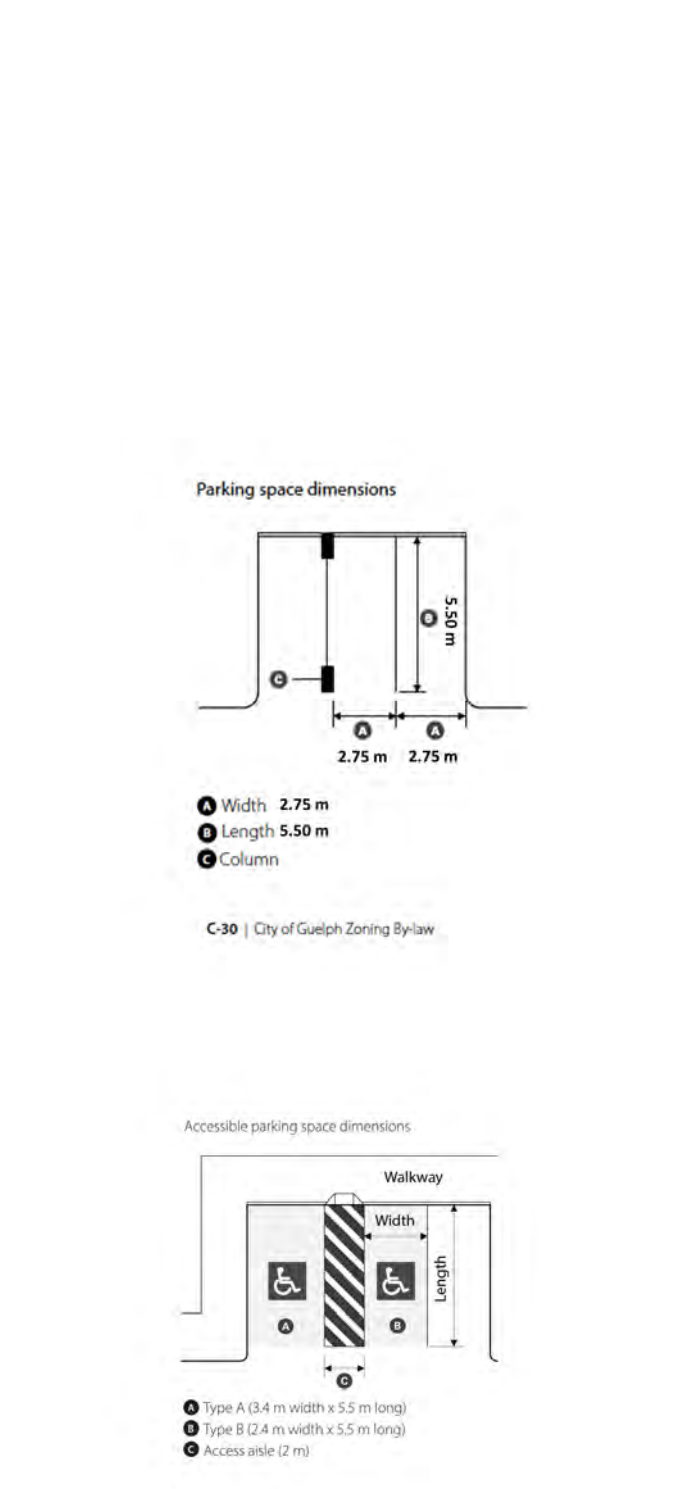


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NO.	DATE	REVISION / ISSUANCE
1	231215	Issued For ZBA Pre-Submission

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	DRAWN	AUTHOR
PERGOLA COMMONS	1:200	CHKD	CHKD
DATE		CHECKED	CHECKER
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Appendix 2

**DRAFT OFFICIAL
PLAN AMENDMENT**

By-law Number 2024-_____
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 9.13.3.X to permit the redevelopment of the Subject Lands to include four mixed-use residential buildings containing 721 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 72.351 hectares in total area. This amendment only affects the eastern 22.071 hectares 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.

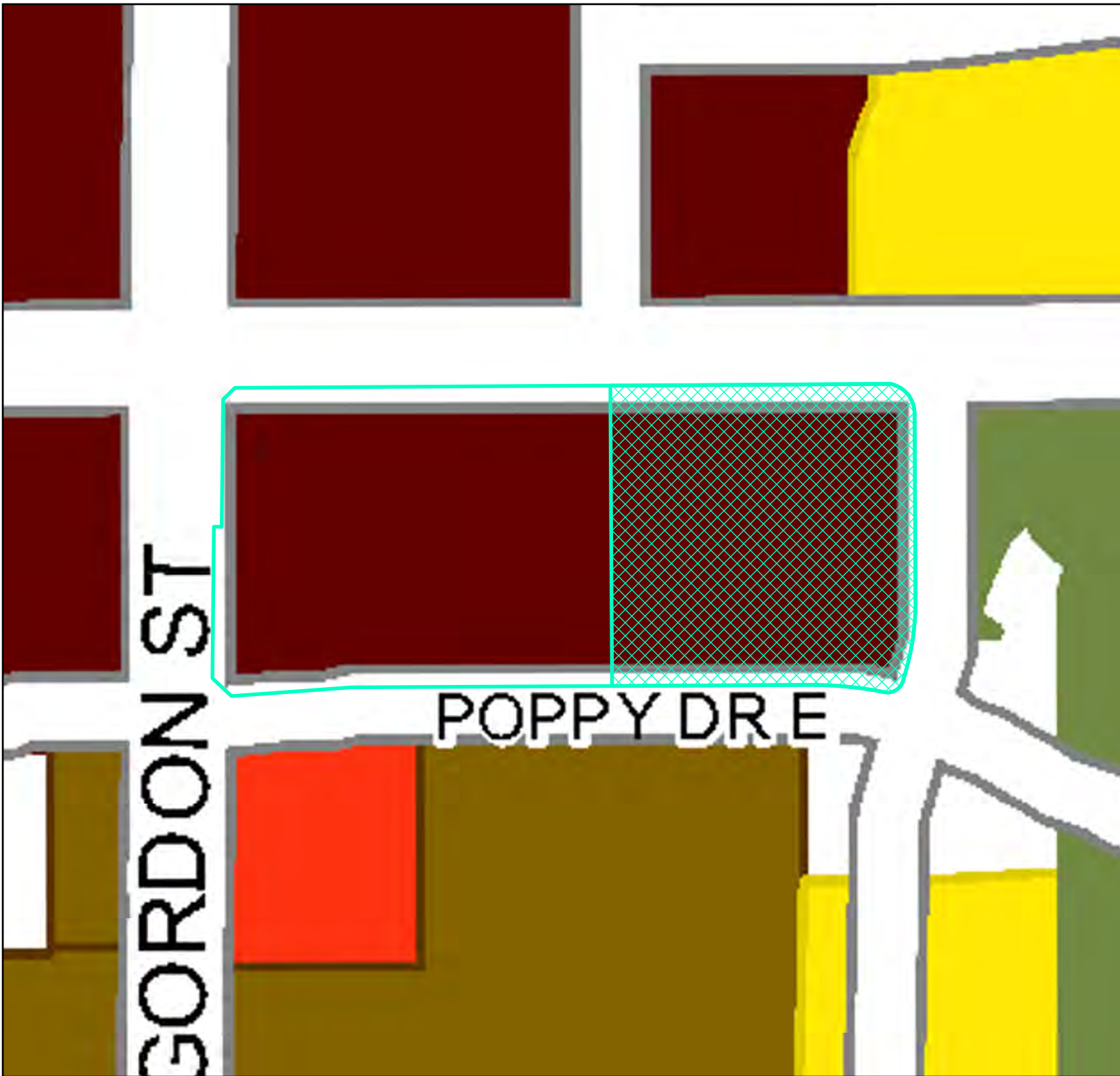
Implementation and Interpretation

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 9.13.3.X as follows:

- 9.13.3.X 1 Clair Road East
Notwithstanding Part III, Subsections 5.3.2 (d) (i) and (ii) of this Plan, for the lands described as 1 Clair Road East, the maximum net density is 330 units per hectare.











OFFICIAL PLAN AMENDMENT

Schedule 2: Land Use Plan

85 Clair Rd E,
Guelph, Ontario

LEGEND

-  Development Area - *Currently Commercial Mixed Use Centre; to be amended to Commercial Mixed Use Centre - XX*
-  Subject Lands - *To remain as Commercial Mixed Use Centre*
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Commercial Mixed-Use Centre
-  Service Commercial
-  Significant Natural Areas & Natural Areas

Date: November 23, 2023

Scale: 1:2,662



N:\14130\AN - 85 Clair Road East, Guelph\1 - MHBC Documents\Technician Data\14130\AN GIS Data

Data Source:

Appendix 3

**DRAFT ZONING BY-LAW
AMENDMENTS**

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

A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects 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. Defined Area Map No. 70 in Zoning By-law (1995)-14864 is hereby amended by changing the Zone of the east portion of the property as shown on SCHEDULE A from ‘Special Community Shopping Centre’ (CC-20) Zone to ‘High Density Apartment’ (R.4B-XX) Zone.
2. Section 6.2.3.2.20 of By-law Number (1995)-14864, as amended, is hereby further amended by deleting subsection 6.2.3.2.20.2.6 and replacing with the following text:

Off-Street Parking

Despite Section 4.13.4.1 of the By-law, the minimum off-street parking required shall be 3 spaces per 100 square metres of Gross Floor Area.

3. Section 5.4.3.2 of By-law Number (1995)-14864, as amended, is hereby further amended by adding a new subsection 5.4.3.2. _____

5.4.3.2. _____ R.4B-XX
 1 Clair Road East
 As shown on Defined Area Map Number 70 of Schedule “A” of this By-law.

5.4.3.2. _____ Permitted Uses
 In addition to uses permitted in Section 5.4.1.2, the following non-residential uses are permitted on the ground floor of a mixed-use building or as part of a non-residential development:

- | | | |
|----------------------------------|------------------|----------------------------|
| • Art Gallery | • Library | • Carwash, Automatic |
| • Artisan Studio | • Medical Clinic | • Carwash, Manual |
| • Club | • Medical Office | • Commercial Entertainment |
| • Day Care Centre, in accordance | • Office | • Commercial School |

with Section 4.26

- Dry Cleaning Outlet
- Financial Establishment
- Food Vehicle, in accordance with Section 4.30
- Group Home, in accordance with Section 4.25
- Laundry
- Library
- Medical Clinic
- Laundry
- Personal Service Establishment
- Religious Establishment
- Restaurant
- Restaurant (take-out)
- Retail Establishment
- Vehicle Gas Bar
- Veterinary Service
- Amusement Arcade
- Funeral Home
- Garden Centre
- Public Hall
- Recreation Centre
- Rental Outlet
- Tavern
- Taxi Establishment

5.4.3.2. ____

Regulations

In accordance with the provisions of Section 5.4.2 of Zoning By-law (1995)-14864, as amended, with the following exceptions and additions:

5.4.3.2. ____

Maximum Density (Units per ha)
330 Dwelling Units per hectare.

5.4.3.2. ____

Minimum Building Yards Setbacks
Front Yard (Hawkins Drive): 3 metres
Exterior Side Yard: 3 metres
Interior Yard: 7.5 metres
Rear Yard (Farley Drive Extension): 3 metres

5.4.3.2. ____

Maximum Building Height
14 Storeys

Despite Section 4.18.1, in addition to the exception noted, Mechanical Penthouse shall not be included in the maximum building height.

5.4.3.2. ____

Common Amenity Area

Despite Section 5.4.2.4.1 and Table 5.4.2, Row 12, the minimum Common Amenity Area shall be provided at a rate of 11 m² per unit.

Section 5.4.2.4.2 and 5.4.2.4.3 shall not apply in the R.4B-XX Zone.

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

5.4.3.2. ____

Off-Street Parking

A minimum of 0.9 parking spaces per dwelling unit shall be provided.

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

A minimum of 1.5 parking spaces per 100 m² of Gross Floor Area shall be provided for all Non-Residential Uses.

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.

All required parking shall be shared between all lands subject to this zone

5.4.3.2. ____

Visitor Parking

Despite Section 4.13.6 of this By-law, in addition to above grade, visitor Parking may be also located underground, provided the Parking spaces are unobstructed and clearly identified as being reserved for the use of visitors.

5.4.3.2. ____

Distance Between Buildings

Despite Section 5.4.2.2, the minimum distance between buildings shall be 15 metres.

5.4.3.2. ____

Maximum Floor Spaces Index (FSI)

The maximum Floor Space Index shall be 3.3.

5.4.3.2. __

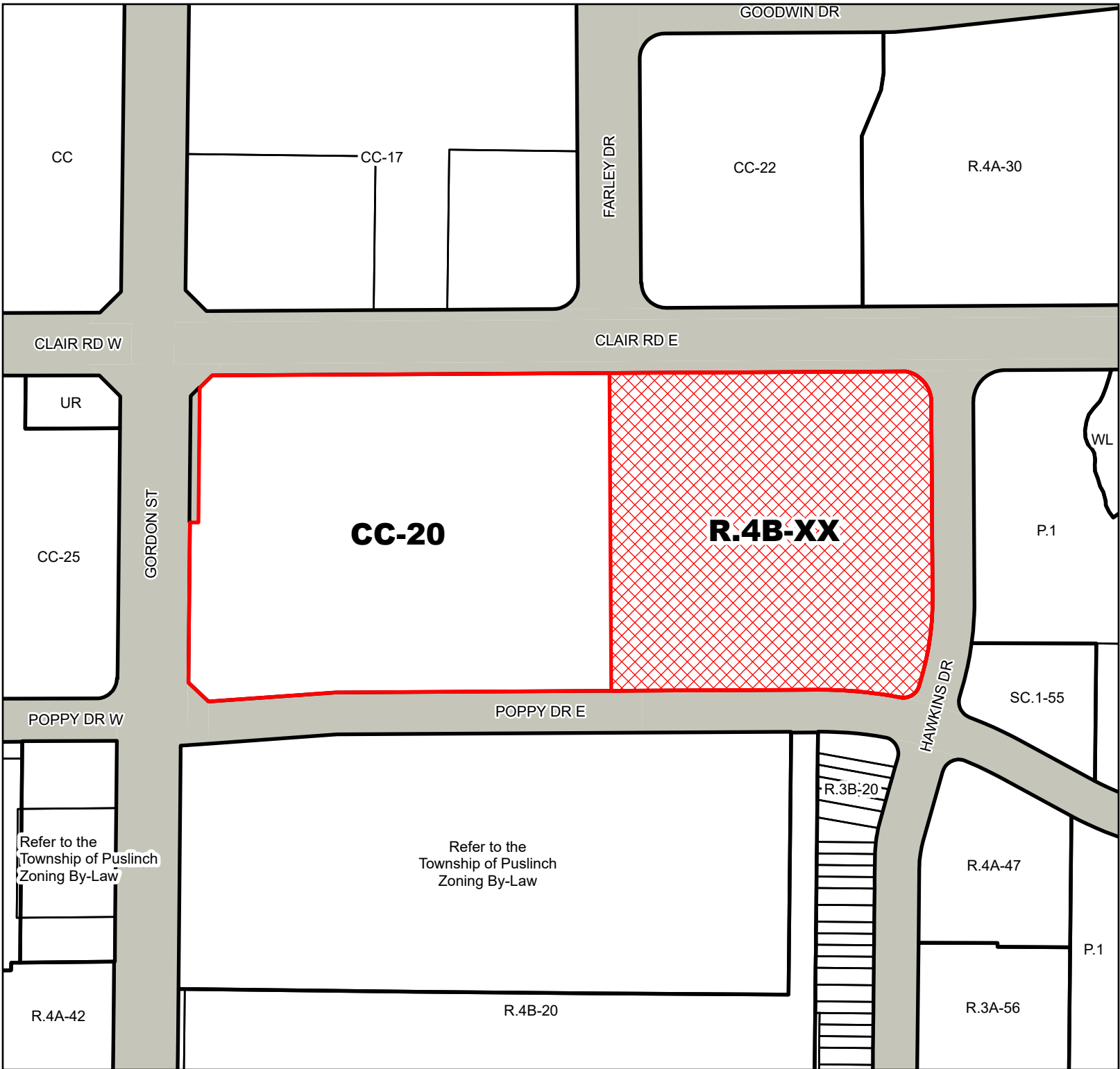
Angular Plane

Despite Section 4.16.2, the Angular Plane from the Street shall be 66 degrees and 51 degrees to a park.

5.4.3.2. __

Severability Provision

The provisions of this By-law shall continue to apply collectively to the whole of the lands identified on Defined Area Map 70 as R.4B-XX, as amended, despite any future severance, partition or division for any purpose.





SCHEDULE A

AMENDMENT TO ZONING BY-LAW (1995)-14864

Defined Area Map 70

85 Clair Rd E,
Guelph, Ontario

LEGEND

-  Development Area - *Currently CC-20; to be amended to R.4B-XX*
-  Subject Lands - *to remain as CC-20*

Refer to the Township of Puslinch Zoning By-Law

Refer to the Township of Puslinch Zoning By-Law

Date: November 28, 2023

Scale: 1:2,500



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Data Source:

**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)).
2. 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) Maximum Density (Units per ha)
Despite Table 7.2, the maximum density shall be 330 Dwelling Units per hectare.
- (ii) Minimum Building Yards Setbacks
Front Yard (Hawkins Drive): 3 metres
Exterior Side Yard: 3 metres
Interior Yard: 7.5 metres
Rear Yard (Farley Drive Extension): 3 metres
- (iii) Buffer Strip
Notwithstanding the definition for Buffer Strip, pedestrian walkways and hard landscaping features may be included as buffer strip features.
- (iv) Minimum Building Height
Despite Table 7.4, the minimum building height for non-residential building shall be 1 storey and 3.5 m.

(v) Maximum Building Height

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

Despite Section 4.14.5, in addition to the exception noted, Rooftop Mechanical shall not be included in the maximum building height.

(vi) Floorplate Size (Maximum)

Despite Table 7.4, the maximum floorplate size of 1,700 m² on the 7th and 8th.

(vii) Building Stepbacks

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

(viii) First Storey Height (min)

Does not apply to residential uses on the ground floor.

(ix) Tower Separation

Despite table 7.4, the tower separation shall be measured above the 6th storey.

(x) Common Amenity Area

Despite Table 7.4, the minimum common amenity area shall be provided at a rate of 11 m² per unit.

A portion of the common amenity area may be permitted in the front yard and exterior yard.

The length of common amenity areas can exceed 4 times the width.

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

(xi) 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 the street shall be 51 degrees.

(xii) Off-Street Parking

A minimum of 0.9 parking spaces per dwelling unit shall be provided.

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

A minimum of 1.5 parking spaces per 100 m² of Gross Floor Area shall be provided for all Non-Residential Uses.

No parking area or parking space shall be located within 5.5 metres of the lot line of a corner lot of any intersections of a street, public.

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.

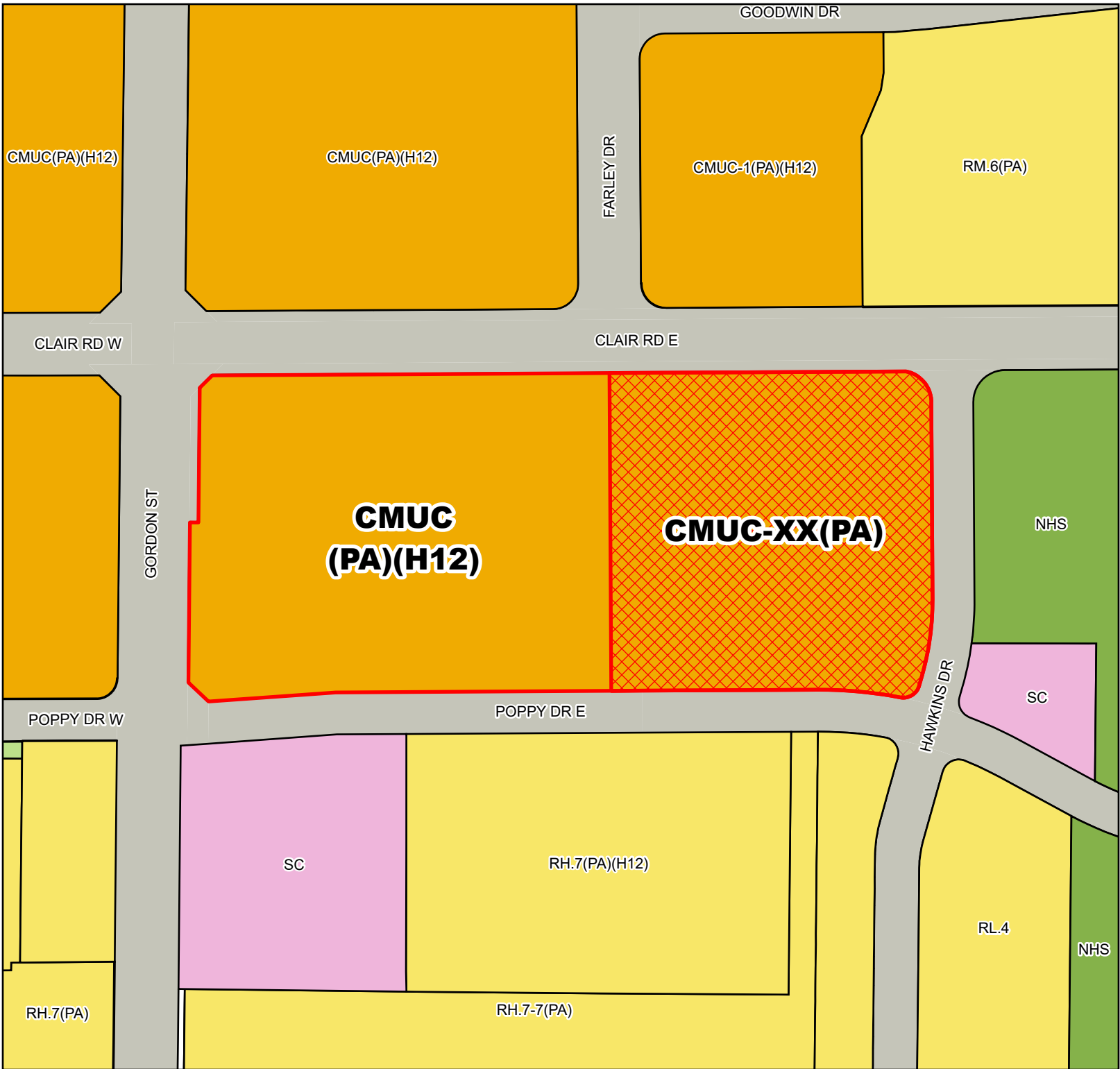
All required parking shall be shared between all lands subject to this zone.

(xiii) Visitor Parking

Despite Table 5.3 of this by-law, in addition to above grade, visitor parking may be also located underground, provided the parking spaces are unobstructed and clearly identified as being reserved for the use of visitors.

(xiv) 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, despite any future severance, partition or division for any purpose.












SCHEDULE A

AMENDMENT TO ZONING BY-LAW (2023)-20790

Defined Area Map 67

85 Clair Rd E,
Guelph, Ontario

LEGEND

-  Development Area - *Currently CMUC(PA)(H12); to be amended to CMUC-XX(PA)*
-  Subject Lands - *to remain as CMUC(PA)(H12)*
-  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: November 28, 2023

Scale: 1:2,500



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Data Source:



Appendix 4

**PRE-CONSULTATION
COMMENT REPORT**



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 2,200m² 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) 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 3rd 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			
Natural Heritage					
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
Planning Matters					
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
Urban Design					
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
Engineering					
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

Sustainability					
Community Energy Initiative (CEI) Analysis/Energy Strategy Study	X	2			Can be included as an appendix in PJR.
Source Water Protection					
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
Other Materials as Required					
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

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 - 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

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

**POLICY
ASSESSMENT TABLE**

Appendix 5 – 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	<p>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,</p> <p>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</p> <p>(h) the orderly development of safe and healthy communities;</p> <p><i>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i></p> <p><i>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</i></p> <p><i>(j) the adequate provision of a full range of housing, including affordable housing;</i></p>	<p>The proposed development will make efficient use of the existing and planned public transit infrastructure in the area.</p> <p>The proposal supports the creation of safe and healthy communities that are accessible, walkable, and lively.</p> <p>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.</p> <p>Recreational, social, and cultural amenities, including a community park, will be provided as part of the proposal.</p> <p>The proposed development will incorporate a range and mix of housing options, diversifying the housing stock available to the community.</p>

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, 2020

Section	PPS Policy Statement	Assessment
Section 1.0-Building Strong Healthy Communities		
Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns		
1.1.1	<p><i>Healthy, liveable and safe communities are sustained by:</i></p> <p><i>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i></p>	<p>The proposed mixed-use development represents an efficient residential development that responds to the increasing demand for diversified housing. The proposal incorporates a compact built form, in an area intended for growth serviced by planned municipal infrastructure. The proposed development responds to the increasing demand for residential units.</p>
	<p><i>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</i></p>	<p>The proposed mixed-use residential development will contribute to the range and mix of housing in the community. The residential uses will be supported by several complimentary uses including 1,850 square metres of at-grade commercial space and a 1,333 square metres community park.</p>
	<p><i>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i></p>	<p>The Subject Lands are located in an area designated for growth and development, negating any environmental, public health, or safety concerns.</p>

Section	PPS Policy Statement	Assessment
	<p><i>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</i></p>	<p>The proposal optimizes the Subject Lands through introducing transit-supportive uses that encourage growth and intensification, and efficiently use planned infrastructure.</p>
	<p><i>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</i></p>	<p>The proposed buildings will be constructed in accordance with the requirements of the Ontario Building Code, AODA, and all required accessibility standards.</p>
	<p><i>g) ensuring that necessary infrastructure, and public service facilities are or will be available to meet current and projected needs;</i></p>	<p>The servicing needs for the proposed development will be accommodated through expanded municipal servicing, as explained in the FSR prepared by Civil Go Engineering.</p>
<p>1.1.2</p>	<p><i>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 up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.</i></p> <p><i>Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.</i></p> <p><i>Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.</i></p>	<p>The Subject Lands are located in a 'Strategic Growth Area' within the City of Guelph Official Plan which are intended to be the location for intensification. The proposed mixed-use development will adequately contribute to the required growth targets.</p>

Section PPS Policy Statement	Assessment
Section 1.1.3 – Settlement Areas	
1.1.3.1	<i>Settlement areas shall be the focus of growth and development</i>
1.1.3.2	<p><i>Land use patterns within settlement areas shall be based on densities and a mix of land which:</i></p> <p><i>a) Efficiently use land and resources;</i></p> <p><i>b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</i></p> <p><i>c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;</i></p> <p><i>d) prepare for the impacts of a changing climate;</i></p> <p><i>e) Support active transportation;</i></p> <p><i>f) Are transit-supportive, where transit is planned, exists or may be developed;</i></p>
1.1.3.3	<i>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</i>
	The Subject Lands are located within a settlement area in the City of Guelph, where new development and intensification are being encouraged.
	The proposal will make efficient use of the Subject Lands and its resources.
	As explained in the FSR prepared by Civil Go Engineering, the proposed mixed-use development will optimize planned servicing infrastructure.
	The proposed mixed-use development a design that is compact in nature, optimizes existing infrastructure, and encourage the use of local transit, each of which promotes the objectives of sustainable developments.
	The proposal is located in a Strategic Growth Area, in close proximity to local public transit and with accessible connections to active transportation routes.
	The proposed mixed-use development is located in a Strategic Growth Area as per Schedule 1a of the City of Guelph Official Plan (OPA 80). The proposal supports the goals of this designation through intensifying the site with higher density mixed-use typologies that contribute to the range and mix of housing options, promote the use of transit, and rely on planned infrastructure.

<p>1.1.3.4</p>	<p><i>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</i></p>	<p>The compact built form and efficient site layout of the proposal encourage the use of public and active transportation that are foundational to a livable community. The proposed development will ensure that all development standards are met and where currently deficient, will be met by way of an appropriate Official Plan and Zoning By-law amendment.</p>
<p>1.1.3.5</p>	<p><i>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.</i></p>	<p>The Subject Lands falls within the designated greenfield area of the Growth Plan. New development in the designated greenfield area in the City of Guelph has a minimum density target of 50 residents and jobs per hectare. The proposed surpasses the minimum density target through achieving a density of 328 units per hectare.</p>
<p>1.1.3.6</p>	<p><i>New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</i></p>	<p>The Subject Lands falls within the designated greenfield area, abutting a built-up area, of the Growth Plan. New development in the designated greenfield area in the City of Guelph has a minimum density target of 50 residents and jobs per hectare. The proposed surpasses the minimum density target through achieving a density of 328 units per hectare.</p>

Section 1.4 – Housing

<p>1.4.3</p>	<p><i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</i></p> <p><i>b) permitting and facilitating:</i></p> <ol style="list-style-type: none"> <i>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and</i> <i>2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</i> 	<p>The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards. As explained in the Affordable Housing Strategy in Section 2.8 of this PJR, the residential intensification provided through the proposal will broaden the range of housing available to meet the unique needs of different demographics.</p>
	<p><i>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</i></p>	<p>The infrastructure needs of the proposed development will be accommodated through municipal service facilities, as outlined in the FSR prepared by Civil Go Engineering.</p>
	<p><i>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</i></p>	<p>The proposed development intensifies the site through compact built form that is transit supportive, and efficiently uses land and resources.</p>
	<p><i>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</i></p>	<p>The proposed development will support transit usage and intensification targets through the provision of increased density.</p>
	<p><i>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and</i></p>	<p>The proposed development has been designed to meet a broad range of housing needs through a compact built form that features diverse mix of unit types.</p>

	<i>facilitate compact form, while maintaining appropriate levels of public health and safety.</i>	
Section 1.5 – Public Spaces, Recreation, Parks, Trails and Open Space		
1.5.1	<p><i>Healthy, active communities should be promoted by:</i></p> <p><i>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></p> <p><i>b) planning and providing for a full range and equitable distribution 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>	The proposed development supports the achievement of a healthy and active community, as observed through the 1,333 square metres public park, as well as the landscaped amenity areas, and the pedestrian infrastructure that connects residents to the broader community.
Section 1.6 – Infrastructure and Public Service Facilities		
1.6.3	<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 opportunities for adaptive re-use should be considered, wherever feasible.</i></p>	The proposal will be accommodated through the existing municipal services, as summarized in the FSR prepared by Civil Go Engineering.
Section 1.6.6 – Sewage, Water and Stormwater		
1.6.6.1	<p><i>Planning for sewage and water services shall:</i></p> <p><i>a) accommodate forecasted growth in a manner that promotes efficient use of existing municipal sewage services and municipal water services.</i></p> <p style="padding-left: 40px;"><i>1. municipal sewage services and municipal water services.</i></p> <p><i>c) promote water conservation and water use efficiency;</i></p>	The proposed development will operate on full municipal servicing, therefore promoting efficient use and optimization of existing and planned infrastructure.

<p>1.6.6.2</p>	<p><i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas on existing municipal sewage services and municipal water services intensification and redevelopment shall be promoted, wherever feasible to optimize the use of services.</i></p>	<p>The proposed development will make use of existing and available municipal services as identified in the FSR prepared by Civil Go Engineering.</p>
<p>1.6.6.7</p>	<p><i>Planning for stormwater management shall:</i></p> <ul style="list-style-type: none"> a) <i>be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</i> b) <i>minimize, or, where possible, prevent increases in contaminant loads;</i> c) <i>minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;</i> d) <i>mitigate risks to human health, safety, property and the environment;</i> e) <i>maximize the extent and function of vegetative and pervious surfaces; and</i> f) <i>promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.</i> 	<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>

Section 1.6.7 – Transportation Systems		
1.6.7.2	<i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i>	<p>Efficient access points will be provided from an existing site access of Hawkins Drive as well as via an extension to Farley Drive.</p> <p>As noted in the Urban Transportation Considerations Report, specific TDM measures proposed as part of the development plan include, but are not limited to:</p> <ul style="list-style-type: none"> a. Quality internal pedestrian connections that facilitate access for residents and Site visitors to the external pedestrian network. b. 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. c. Bicycle parking spaces exceeding the minimum Zoning By-law requirement. d. 1 bike repair station per building for use by residents and visitors to the Site. e. An unbundled, reduced parking supply to discourage vehicular demand and encourage alternative travel modes.
1.6.7.4	<i>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</i>	The proposed development integrates a land use pattern, density, and unit mix that is supportive of existing and future active and public transit.
Section 1.7 – Long Term Economic Prosperity		
1.7.1	<i>Long term economic prosperity should be supported by:</i>	To stimulate investment in the local community, a total of 1,850 square metres of ground floor retail has be provided through the proposed concept plans.
	<i>a) promoting opportunities for economic development and community investment-readiness;</i>	
	<i>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</i>	The proposed development seeks to provides for a variety of unit sizes that serve diverse needs including: 377 - 2 bedroom apartment units, 299 - one bedroom apartment units, 36 - two

		bedroom townhouse units and 9 - three bedroom townhouse units.
	<i>c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;</i>	The proposed development optimizes an under utilized parcel and ensures the long-term viability of the lands through appropriate proposed uses and utilizing existing infrastructure and services.
	<i>e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;</i>	The proposed development design recognizes the policy Official Plan framework to create a mixed use and residential built form that gears the heights towards Clair Road, and provides for increased setbacks as well as a public park to the south adjacent to lower density residential. The proposed built form will help create a vibrant, active pedestrian environment. An Urban Design Brief, prepared by Bousfields in support of the application concludes that the design for the subject site introduces compatible built form typologies predicated on the achievement of well-designed built form that is sited, massed, and oriented with consideration for the adjacent and surrounding existing and planned context, with the intent to create a liveable, functional, and attractive environment.
Section 1.8 – Energy Conservation, Air Quality and Climate Change		
1.8	<i>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</i>	The proposed development represents compact built form within a Strategic Growth Area.
	<i>a) Promote compact form and a structure of nodes and corridors;</i>	
	<i>b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</i>	The proposed development supports public and active transportation by providing intensification within a Strategic Growth Area. As noted in the Urban Transportation Considerations Report, specific TDM measures proposed as part of the development plan include, but are not limited to:

	<ul style="list-style-type: none"> a. Quality internal pedestrian connections that facilitate access for residents and Site visitors to the external pedestrian network. b. 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. c. Bicycle parking spaces exceeding the minimum Zoning By-law requirement. d. 1 bike repair station per building for use by residents and visitors to the Site. e. An unbundled, reduced parking supply to discourage vehicular demand and encourage alternative travel modes.
<p><i>e) encourage transit supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</i></p>	<p>The proposal, located in a Strategic Growth Area, intensifies the Subject Lands while contributing to the diversity of uses in the community to shorten travel time. The proposed development also provides for a level of intensification that is transit supportive.</p>
<p><i>f) Promote design and orientation which maximize energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;</i></p>	<p>The site has been designed to include a number of Green Infrastructure and Low-Impact-Development technologies in the development of this Site in order to preserve and restore the natural hydrologic cycle as identified in the FSR prepared by Civil Go Engineering. The site design will also include geothermal energy technologies to maximize energy efficiency.</p>

Table 3: Proposed Provincial Planning Statement, 2023

On April 6, 2023, the Ontario Minister of Municipal Affairs and Housing proposed changes to the Provincial Planning Statement which consolidate the Growth Plan and 2020 PPS.

Section	Proposed PPS Policy Statement, 2023	Assessment
Section 2- Building Homes, Sustaining Strong and Competitive Communities		
Section 2.1 – Planning for People and Homes		
<p>2.1.4</p>	<p><i>Planning authorities should support the achievement of complete communities by:</i></p> <p><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></p> <p><i>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;</i></p>	<p>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.</p>
Section 2.2 – Housing		
<p>2.2.1</p>	<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> <p><i>b) permitting and facilitating:</i></p> <ol style="list-style-type: none"> <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> <i>2. all types of residential intensification, including the conversion of existing commercial and institutional</i> 	<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, 2023	Assessment
	<p><i>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 2.3.3;</i></p>	
	<p><i>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;</i></p>	<p>Through integrating higher density uses, the proposal maximizes the efficiency of the Subject Lands while promoting the use of active transit.</p>
Section 2.3 – Settlement Areas and Settlement Area Boundary Expansions		
<p>2.3.1</p>	<p><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></p>	<p>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.</p>
<p>2.3.2</p>	<p><i>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i></p> <ul style="list-style-type: none"> <i>a) efficiently use land and resources;</i> <i>b) optimize existing and planned infrastructure and public service facilities;</i> <i>c) support active transportation;</i> <i>d) are transit-supportive, as appropriate;</i> 	<p>The proposed mixed-use development has an FSI of 3.48, achieving a density that optimizes existing and planned resources and infrastructure, and supports local and active transit.</p>

Section	Proposed PPS Policy Statement, 2023	Assessment
2.3.3	<p><i>Planning authorities should 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></p>	<p>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.</p>
Section 2.4 – Strategic Growth Areas		
Section 2.4.1 – General Policies for Strategic Growth Areas		
2.4.1	<p><i>To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, planning authorities may, and large and fast-growing municipalities shall, identify and focus growth and development in strategic growth areas by:</i></p> <ul style="list-style-type: none"> <i>a) identifying an appropriate minimum density target for each strategic growth area; and</i> <i>b) identifying the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.</i> 	<p>The proposal surpasses the minimum density targets of the Strategic Growth Area through achieving a net density of 328 units per hectare. The proposed mixed-use development has been designed to maintain compatibility with the surrounding community, while incorporating innovative built form and scale.</p>
Section 2.9 – Energy Conservation, Air Quality and Climate Change		
2.9.1	<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"> <i>d) support the achievement of compact, transit-supportive, and complete communities;</i> 	<p>The proposal supports efforts to mitigate climate change through providing a redevelopment that is compact, transit-oriented, and co-locates a range of amenities.</p>

Section Proposed PPS Policy Statement, 2023		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> <ul style="list-style-type: none"> <i>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</i> <i>b) leverage the capacity of development proponents, where appropriate; and</i> <i>c) are available to meet current and projected needs.</i> 	<p>The proposal will be supported by existing and expanded municipal servicing that is financially 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>Planning and investments in infrastructure and public service facilities should be prioritized to support strategic growth areas as focal areas for growth and development.</i></p>	<p>The Subject Lands are located in a Strategic Growth Area, where services are intended to support targets for growth and intensification.</p>
Section 3.6 – Sewage, Water and Stormwater		
3.6.1	<p><i>Planning for sewage and water services shall:</i></p> <ul style="list-style-type: none"> <i>a) accommodate forecasted growth in a 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> 	<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>

Section	Proposed PPS Policy Statement, 2023	Assessment
	<p><i>c) promote water and energy conservation and efficiency;</i></p> <p><i>d) integrate servicing and land use considerations at all stages of the planning process;</i></p>	
<p>3.6.8</p>	<p><i>Planning for stormwater management shall:</i></p> <p><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></p> <p><i>b) minimize, or, where possible, prevent increases in contaminant loads;</i></p> <p><i>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</i></p> <p><i>g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.</i></p>	<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>

Section 3.9 – Public Space, Recreation, Parks, Trails and Open Space

<p>3.9.1</p>	<p><i>Healthy, active, and inclusive communities should be promoted by:</i></p> <p><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></p>	<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 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"> • centralized amenity courtyards or plazas within each phase or development block to provide opportunities for active and passive recreation and social interaction; • well-connected hard and soft landscaped walkways and open areas; and • street trees and coordinated street furnishings.
	<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 1,333 square metres of public parkland, in addition to 8,370 square metres of outdoor amenity area, each of which is accessible to those of all ages and abilities. The proposed developing is also located near active transportation routes along Clair Road East and Gordon Street.</p>

Table 4: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (August 2020) - Assessment of Conformity

Section	Growth Plan Policy	Assessment
Section 2 – Where and How to Grow		
Section 2.2.1 – Managing Growth		
2.2.1.2	<p><i>Forecasted growth to the horizon of this Plan will be allocated based on the following:</i></p> <p><i>c) within settlement areas, growth will be focused in:</i></p> <ul style="list-style-type: none"> <i>i. delineated built-up areas;</i> <i>ii. strategic growth areas;</i> <i>iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and</i> <i>iv. areas with existing or planned public service facilities;</i> 	<p>The Subject Lands are located within a delineated built boundary within a Strategic Growth Area in the City of Guelph. This proposal provides for an appropriate level of intensification in an area with existing transit on land that has full municipal services available.</p>
2.2.1.4	<p><i>Applying the policies of this Plan will support the achievement of complete communities that:</i></p> <p><i>a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;</i></p>	<p>The proposed mixed-use residential development will be supported by at-grade commercial uses that will contribute to creation of complete communities.</p>
	<p><i>c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;</i></p>	<p>A total of 721 residential units are proposed, 377 - 2 bedroom apartment units, 299 - one bedroom apartment units, 36 - two bedroom townhouse units and 9 - three bedroom townhouse units.</p>

Section	Growth Plan Policy	Assessment
	<p data-bbox="268 347 705 380"><i>d) expand convenient access to:</i></p> <ul style="list-style-type: none"> <li data-bbox="331 418 1119 526"><i>i a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;</i> <li data-bbox="331 565 1119 639"><i>ii public service facilities, co-located and integrated in community hubs;</i> <li data-bbox="331 678 1119 753"><i>iii an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities;</i> <p data-bbox="268 792 1119 867"><i>e) provide for a more compact built form and a vibrant public realm, including public open spaces;</i></p>	<p data-bbox="1150 272 2001 347">The diverse range and mix of housing options are intended to provide housing that accommodates all types of households.</p> <p data-bbox="1150 354 2001 493">The proposed development will contribute to the achievement of a complete community by providing convenient access to a variety of transportation modes, open space amenities and a community park, as well as commercial retail space.</p> <p data-bbox="1150 792 2001 899">The proposed development has been designed to include a compact and attractive built form that contributes to a vibrant public realm.</p>
Section 2.2.2 – Delineated Built-up Areas		
2.2.2.1	<p data-bbox="268 1003 1119 1110"><i>By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:</i></p> <p data-bbox="268 1149 1119 1321"><i>a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;</i></p>	<p data-bbox="1150 1003 2001 1110">The proposed development will support the City of Guelph in achieving their minimum residential growth targets for the built-up area.</p>

Section	Growth Plan Policy	Assessment
Section 2.2.6 – Housing		
<p>2.2.6.1</p>	<p><i>Upper-and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:</i></p> <p><i>a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:</i></p> <p><i>i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents;</i></p>	<p>Through integrating a range of unit types and styles into the proposed high-density development, the proposal will help the City achieve their minimum intensification and density targets to meet the needs of current and projected residents.</p>
<p>2.2.6.3</p>	<p><i>To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.</i></p>	<p>The proposed redevelopment includes a mix of unit types to accommodate a diverse range of household sizes and incomes that support the achievement of complete communities. The proposed redevelopment includes 721 residential units that range in size and type to assist the City in achieving their housing targets.</p>

Section	Growth Plan Policy	Assessment
Section 2.2.7 – Designated Greenfield areas		
2.2.7.1	<p><i>New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:</i></p> <ul style="list-style-type: none"> <i>a) supports the achievement of complete communities;</i> <i>b) supports active transportation; and</i> <i>c) encourages the integration and sustained viability of transit services.</i> 	<p>The proposed development supports the creation of complete communities through integrating a diverse mix of uses, including residential, commercial, and open space uses, in a location accessible through local and active transportation.</p>
2.2.7.2	<p><i>The minimum density target applicable to the designated greenfield area of each upper-and single-tier municipality is as follows:</i></p> <ul style="list-style-type: none"> <i>a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;</i> 	<p>The proposal achieves a density of 328 units per hectare, surpassing the minimum density target for greenfield areas in the City of Guelph.</p>
Section 3 – Infrastructure to Support Growth		
Section 3.26 – Water and Wastewater Systems		
3.2.6.2	<p><i>Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:</i></p> <ul style="list-style-type: none"> <i>b) the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;</i> 	<p>As explained in the FSR prepared by Civil Go Engineering, the proposal will efficiently function on expanded municipal servicing that accommodates growth to achieve minimum density targets.</p>

Section	Growth Plan Policy	Assessment
Section 3.2.7 – Stormwater Management		
3.2.7.2	<p><i>Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:</i></p> <ul style="list-style-type: none"> <i>b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;</i> <i>c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and</i> <i>d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.</i> 	<p>The proposal has been evaluated and supported by a SWM Report prepared by Civil Go Engineering that outlines the measures taken to ensure best practices for stormwater management.</p>

Table 5: City of Guelph Current Official Plan (including council-approved OPA 80)

Please note that Council approved OPA 80 has been integrated into the policy assessment table below, and does not include the provinces' modifications made to OPA 80 since the MMAH reversed the approval of the provinces changes on November 2nd 2023.

Section	Official Plan Policy	Assessment
Section 3 – Planning a Complete and Healthy Community		
Section 3.1 – Complete and Healthy Community		
<p>3.1.1</p>	<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"> <i>i. a variety of employment opportunities in appropriate locations;</i> <i>ii. a full range and mix of housing options and densities to accommodate a range of incomes and household sizes;</i> <i>iv. High quality publicly accessible open space and adequate parkland opportunities for recreation including trails and other recreational facilities;</i> <i>v. Convenient access to a range of transportation options including public transit and active transportation.</i> 	<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>
<p>3.1.2</p>	<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 721 residential units, and 1,850 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"> <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> <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> 	The Subject Lands are located within a Strategic Growth Area intended to accommodate residential intensification within the City of Guelph.
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Section 3.6 – Strategic Growth Areas

<p>3.6.1</p>	<p><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></p>	<p>The proposed mixed-use development, located within a Strategic Growth Area, achieves transit-supportive densities in proximity to local transit services.</p>
<p>3.6.2</p>	<p><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></p>	<p>The proposal incorporates compact housing options that diversify the housing stock available to the community.</p>
<p>3.6.3</p>	<p><i>Strategic growth areas will be planned and designed to:</i></p> <ul style="list-style-type: none"> <i>i. achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;</i> <i>ii. be well served by transit and facilitate pedestrian and cycling traffic;</i> 	<p>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.</p>
<p>3.6.3</p>	<ul style="list-style-type: none"> <i>iii. provide mixed-use development in a higher density, compact form that supports walkable communities and live/work opportunities; and</i> <i>iv. provide a mix of residential, office, institutional, and commercial uses that allows for a range of housing options and services.</i> 	<p>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.</p>

<p>3.6.6</p>	<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 border="1" data-bbox="289 334 1108 443"> <thead> <tr> <th data-bbox="289 334 699 370">Node</th> <th data-bbox="699 334 1108 370">Density Target</th> </tr> </thead> <tbody> <tr> <td data-bbox="289 370 699 443"><i>Gordon Street & Clair Road</i></td> <td data-bbox="699 370 1108 443"><i>130 residents and jobs per hectare</i></td> </tr> </tbody> </table>	Node	Density Target	<i>Gordon Street & Clair Road</i>	<i>130 residents and jobs per hectare</i>	<p>The proposed development surpasses the density targets for the Gordon Street & Clair Road node through achieving a density of 328 units per hectare (not including the commercial component).</p>
Node	Density Target					
<i>Gordon Street & Clair Road</i>	<i>130 residents and jobs per hectare</i>					
<p>3.6.7</p>	<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>	<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.</p>				
<p>3.6.8</p>	<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>	<p>The proposed development intensifies the site, redeveloping it with a compact built form.</p>				
<p>3.6.9</p>	<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>	<p>This Planning Justification Report provides reviews and address how the proposed concept meets the policies and objective of this plan.</p>				
<p>3.6.10</p>	<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 data-bbox="331 1182 1108 1279"><i>i. linkages between properties, buildings and uses of land both within and adjacent to the strategic growth area;</i> <li data-bbox="331 1320 1108 1385"><i>ii. identification of an appropriate location for a Main Street area within Community Mixed-use Nodes;</i> 	<p>The proposed concept plan provides for pedestrian linkages between the proposed building on the site and surrounding area. Buildings along Clair Street provide for an active retail corridor and pedestrian friendly design. Public spaces, including the public park, have been designed to be accessible, safe, visually appealing, and enjoyable.</p>				

	<ul style="list-style-type: none"> iii. <i>locations of new public and/or private streets and laneways;</i> iv. <i>locations of open space such as urban squares;</i> v. <i>general massing and location of buildings that establish a transition to the surrounding area;</i> vi. <i>pedestrian, cycling and transit facilities;</i> 	
3.6.11	<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.
Section 3.7 – Designated Greenfield Areas		
3.7.1	<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.
3.7.2	<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 328 units per hectare.

<p>3.7.3</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>1,850 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"> • centralized amenity courtyards or plazas within each phase or development block to provide opportunities for active and passive recreation and social interaction; • well-connected hard and soft landscaped walkways and open areas; and • street trees and coordinated street furnishings.
	<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.
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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"> <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> <i>ii. planning for the efficient and sustainable use of water resources, including practices for water conservation and efficiency.</i> 	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"> <i>i. protect wetlands and other areas that make significant contributions to groundwater recharge;</i> <i>ii. ensure that stormwater management systems protect water quality and quantity;</i> <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> 	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 5.0 – Movement of People and Goods- An Integrated Transportation System		
Section 5.4 – Active Transportation – Walking and Cycling		
5.4.3	<p><i>Active transportation measures will be promoted in accordance with the following provisions:</i></p> <ul style="list-style-type: none"> <i>i. ensure that streets, spaces and public facilities are designed to be safe and comfortable for pedestrians and cyclists;</i> <i>iv. require minimum provisions for on-site parking and storage for bicycles and other personal transportation devices in the</i> 	80 short-term and 778 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.
Section 5.5 – Public Transit		
5.5.2	<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.
Section 5.11 – Parking		
5.11.6	<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

<p>5.13.1</p>	<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"> <i>i. a draft plan of subdivision;</i> <i>ii. a consent by the Committee of Adjustment; and</i> <i>iii. a site plan approval</i> 	<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

<p>6.1.3</p>	<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"> <i>i. sanitary sewer disposal;</i> <i>ii. water supply;</i> <i>iii. stormwater management;</i> <i>iv. solid waste management;</i> <i>v. electrical power; and</i> <i>vi. Transportation networks including public transit and pedestrian and cycling networks.</i> 	<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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6.1.10	<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.
6.1.12	<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"> <i>i. the optimization of existing infrastructure, where feasible, before giving consideration to new infrastructure or facilities;</i> <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> 	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.
Section 6.4 – Stormwater Management		
6.4.1	<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.
6.4.3	<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"> <i>i. demonstrates how the design and construction of the stormwater management design will protect, improve or restore the water resource system;</i> 	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"> <i>ii. 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> <i>iii. 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> <i>iv. provides an assessment of potential impacts to the water resource system that may result from the proposed stormwater management design; and</i> <i>v. demonstrates that pre-development stormwater flows from the site match post-development stormwater flows for design storm events; and</i> 	
	<ul style="list-style-type: none"> <i>vi. 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> 	<p>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.</p>
<p>6.4.4</p>	<p><i>The City will require the use of on-site infiltration measures, as appropriate, within the stormwater management design.</i></p>	<p>The site has been designed to provide for on-site infiltration measures as noted in the SWM Report.</p>
<p>6.4.7</p>	<p><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></p>	<p>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.</p>

Section 7 – Community Infrastructure		
Section 7.2-Affordable Housing		
Section 7.2.1- Affordable Housing Targets		
7.2.1.1	<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		
7.2.2.1	<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.
7.2.2.3	<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.
7.2.2.4	<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.
7.2.2.8	<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.
7.2.2.10	<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.

Section 8 – Urban Design

Section 8.1 – Sustainable Urban Design

8.1.1	<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.
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8.1.2	<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.
8.1.3	<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.
8.2 – Public Realm		
8.2.1	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.
8.2.2	<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.
8.2.3	<p><i>Development proposals shall extend, establish or reinforce a modified grid-like street network that:</i></p> <ul style="list-style-type: none"> <i>i) connects with the existing urban fabric of streets, open spaces and developed areas;</i> <i>ii) is highly interconnected;</i> <i>iii) responds sensitively and creatively to natural and other established features;</i> <i>iv) integrates with the pedestrian and bicycle networks;</i> 	The proposed development reinforces the efficiencies of the existing street network that is interconnected, accessible, and supports pedestrian, cyclist, and transit connections.

	v) <i>supports the integration of viable transit service;</i>	
8.2.7	<p><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 may be implemented, depending on the function and context of the road, including:</i></p> <ul style="list-style-type: none"> <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> <i>ii. reduced lane widths;</i> <i>iii. provision of landscaped boulevards;</i> <i>iv. provision of on-street parking;</i> <i>v. provision of transit priority measures and bicycle infrastructure;</i> <i>vi. provision of regular intersections of roads to allow for the creation of a modified grid system; and</i> <i>vii. use of alternative road geometrics and materials at pedestrian crossing areas.</i> 	<p>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 UDB prepared by Bousfields and Urban Transportation Considerations Report prepared by BA Group.</p>
8.2.11	<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>	<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>

	<ul style="list-style-type: none"> i. <i>locating built form adjacent to, and addressing, the street edge;</i> ii. <i>placing principal building entrances towards the street and corner intersections;</i> 	
Section 8.8 – Built Form: High-Rise Buildings		
8.8.1	<p><i>The following policies apply to tall building forms, which generally means buildings above six (6) storeys:</i></p> <ul style="list-style-type: none"> 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> 	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.
	<ul style="list-style-type: none"> ii. <i>Parking should be provided primarily below grade with limited visitor surface parking. Surface parking above-grade may be permitted, where appropriate;</i> 	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.
	<ul style="list-style-type: none"> iii. <i>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> iv. <i>Floor plate sizes of the tower portion (e.g., storeys five (5) and above) o the building may be limited to encourage slender and elegant tall building designs; and</i> v. <i>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> 	Several built form analyses' including, a Sun/Shadow Study, Elevations, and Renders, were conducted by SvN Architects to ensure compatibility with the surrounding community.

Section 8.11 – Transition of Land Use

<p>8.11.1</p>	<p><i>To achieve compatibility between different land uses, development will be designed to create an appropriate transition through the provisions of roads, landscaping, spatial separation of land uses and compatible built form.</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 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.</p>
<p>8.11.2</p>	<p><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></p>	<p>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.</p>

Section 8.12 – Parking

<p>8.12.1</p>	<p><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></p>	<p>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.</p>
<p>8.12.2</p>	<p><i>Underground or structured parking is encouraged to reduce or eliminate the need for surface parking.</i></p>	<p>Each of the buildings is supported by underground parking accessible to residents and visitors.</p>
<p>8.12.4</p>	<p><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</i></p>	<p>Convenient and accessible pedestrian linkages have been provided between the parking areas, municipal sidewalks, and building entrances.</p>

	<i>integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.</i>	
8.12.6	<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.
8.12.10	<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.
Section 8.13 – Access, Circulation, Loading and Storage Areas		
8.13.1	<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.
8.13.2	<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.
8.13.3	<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.
8.13.4	<i>Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public</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.

	<i>boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems.</i>	
8.13.5	<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.
8.13.6	<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.

Section 8.17 – Landscaping and Development

8.17.1	<p><i>Landscaping shall:</i></p> <ul style="list-style-type: none"> <i>i. Create visual interest by framing important views and focal points;</i> <i>ii. Stabilize slopes and where appropriate, naturalize areas of a site;</i> <i>iii. Complement built form; and</i> <i>iv. Contribute to the creation of a high-quality public realm</i> 	As explained on the Landscape Plan prepared by SvN Architects, the site has been designed to create visual interest and integrates the public realm, amenity area and public park.
8.17.3	<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.

Section 8.18 – Safety

<p>8.18.2</p>	<p><i>New development should be designed in a manner that:</i></p> <ul style="list-style-type: none"> <i>i. Provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”), including public parks, streets and parking areas;</i> <i>ii. Clearly marks the transition or boundary between public and private spaces;</i> <i>iii. Includes materials that allow for the built environment to be effectively and efficiently maintained;</i> <i>iv. Provides adequate lighting in accordance with Section 8.14, 8.15, and 8.16 of this Plan; and</i> <i>v. Provides for multiple walking routes, where appropriate.</i> 	<p>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> <ul style="list-style-type: none"> • Following a planned system of internal pedestrian and vehicular connections; • Placing buildings appropriately within the streetscape to demonstrate an established street edge condition; • Integrating pedestrian circulation with the existing and planned pedestrian system in the surrounding area; and • Providing opportunities for a variety of types and scales of connected open space areas. <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>
<p>Section 9.0 – Land Use</p>		
<p>Section 9.3 – Residential Designations</p>		
<p>9.3.1.1 – Development Criteria for Multi-Unit Residential Buildings and Intensification Proposals</p>		
<p>9.3.1.1.1</p>	<p><i>Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.</i></p>	<p>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.</p>
<p>9.3.1.1.3</p>	<p><i>The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.</i></p>	<p>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.</p>

9.3.1.1.4	<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 proposed development will not adversely impact the function of municipal roadways.
9.3.1.1.5	<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 0.9 per dwelling unit for residents, 0.1 per dwelling unit for visitors and 1.15 per 100 m ² for non-residential is appropriate given the provisions of TDM measures and existing and planned public transportation services.
9.3.1.1.6	<i>That adequate municipal infrastructure, services and amenity areas for residents can be provided.</i>	The proposed development will be serviced by expanded 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.
9.3.1.1.9	<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>	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.
Section 9.4 – Commercial and Mixed-use Designations		
Section 9.4.3 – Commercial Mixed-use Centre		
9.4.3.2	<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</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

	<i>include mechanisms, such as minimum height and density requirements and maximum parking standards, to promote the efficient use of the land base.</i>	development that implements the goals of the Commercial Mixed-use Centre designation.
9.4.3.3	<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.
9.4.3.4	<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, 1,850 square metres of ground floor commercial uses are proposed.
9.4.3.5	<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.
9.4.3.7	<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.
9.4.3.12	<i>The following uses may be permitted in Commercial Mixed-use Centres, subject to the applicable provisions of this Plan:</i>	The proposed mixed-use residential apartment represents a permitted use in Commercial Mixed-use Centres.

	<ul style="list-style-type: none"> <i>i. commercial, retail and service uses;</i> <i>ii. live/work uses;</i> <i>iii. small-scale professional and medically related offices;</i> <i>iv. entertainment and recreational commercial uses;</i> <i>v. community services and facilities;</i> <i>vi. cultural, educational and institutional uses;</i> <i>vii. Hotels;</i> <i>viii. Multiple unit residential; and</i> <i>ix. Urban squares and open space.</i> 					
9.4.3.14	<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.				
9.4.3.16	<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 border="1" data-bbox="289 1214 1108 1325"> <thead> <tr> <th><i>Mixed-use Centre</i></th> <th><i>Total Commercial Gross Floor Area</i></th> </tr> </thead> <tbody> <tr> <td><i>Gordon/Clair</i></td> <td><i>57,900 m²</i></td> </tr> </tbody> </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 1,850 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>					

<p>9.4.3.17</p>	<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>	<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.</p>
<p>9.4.3.18</p>	<p><i>The minimum commercial gross floor is 6500 square metres cumulatively of all buildings within the designation.</i></p>	<p>In total, the proposed development provides 1,850 square metres of commercial gross floor area, exceeding the required minimum commercial gross floor area.</p>
<p>9.4.3.19</p>	<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>	<p>An Official Plan Amendment is being proposed to increase the permitted net density for mixed-use residential buildings in Strategic Growth Areas to 328 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.</p>

Appendix 6

PHOTOBOOK

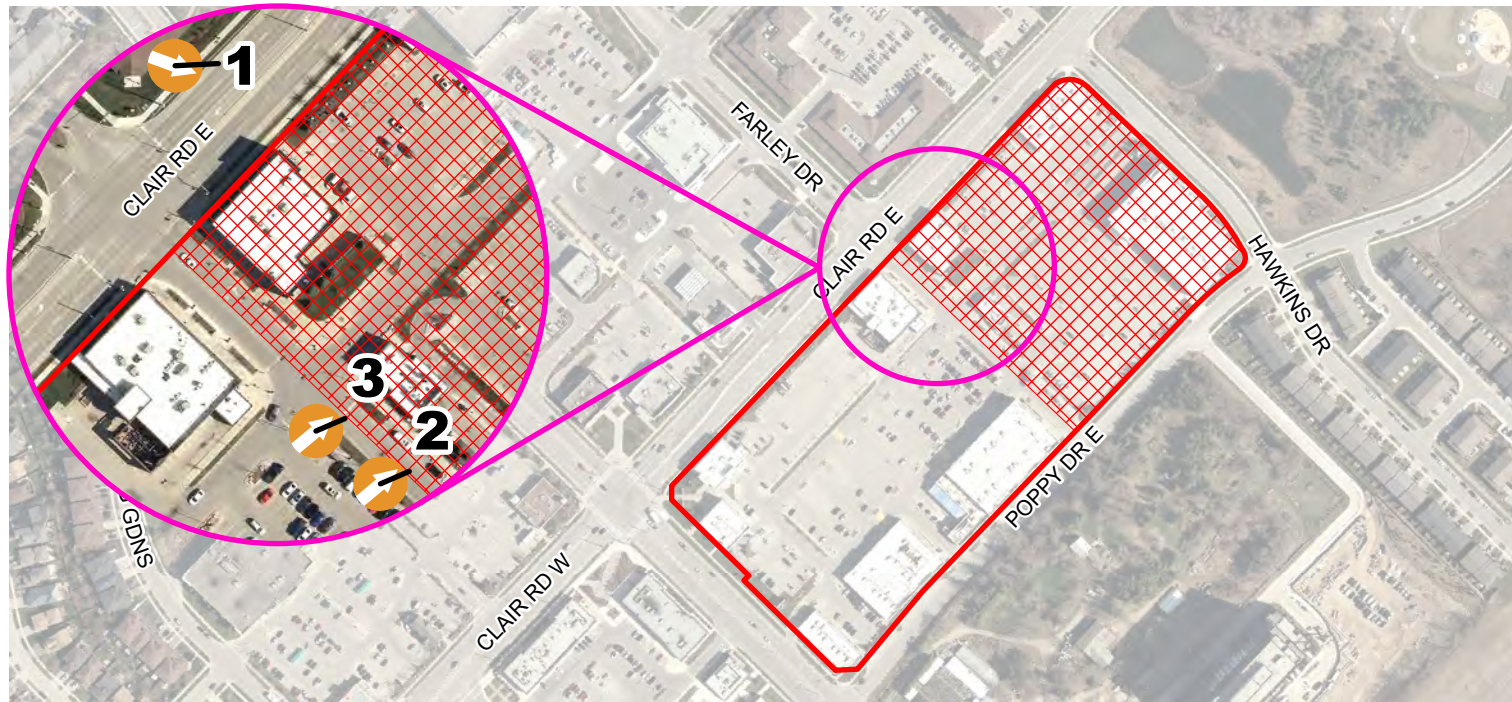


Photo 1
Looking South-East along Clair Rd E to Subject Lands

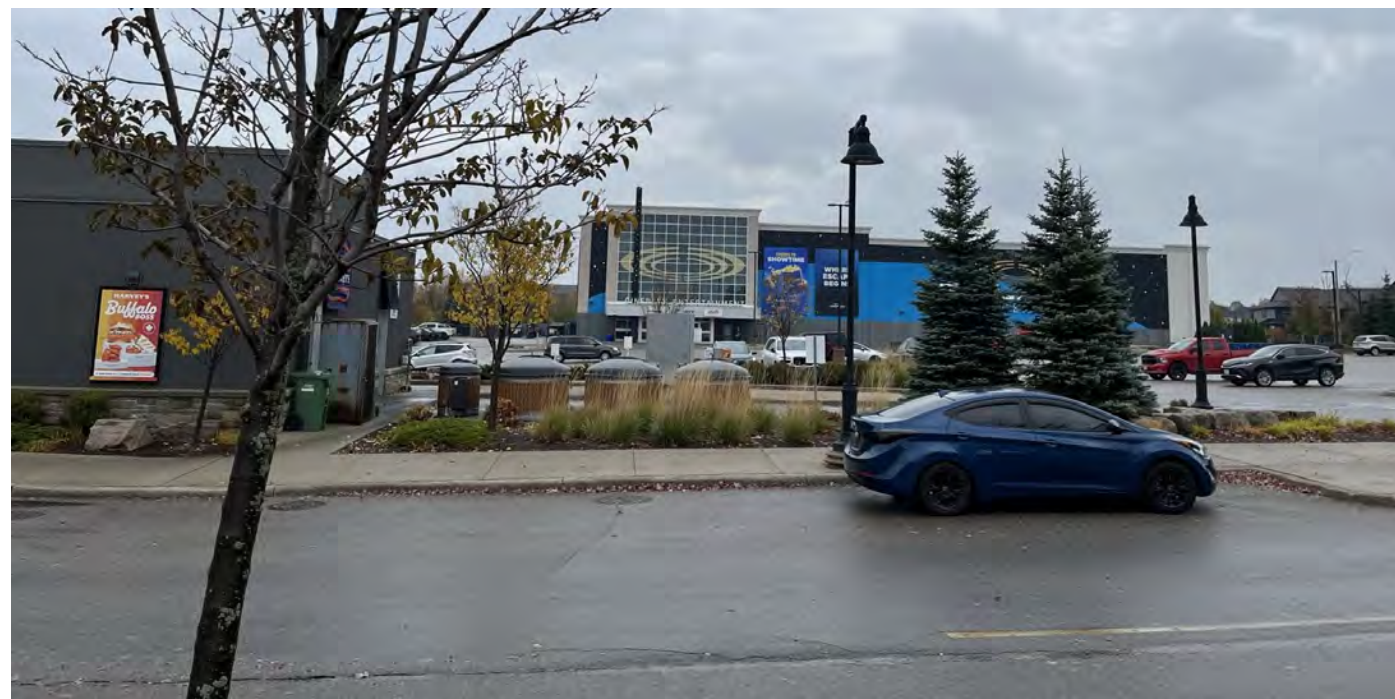


Photo 2
Looking North-East at Farley Dr to Subject Lands






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

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Appendix 6.0
SITE PHOTOS

85 Clair Rd E
Guelph, ON

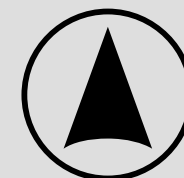
LEGEND

-  Development Area
-  Subject Lands
-  Photo Location

Date: 2023-11-06 14:07

Scale: 1:4,500

File No: 14130 - AN



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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

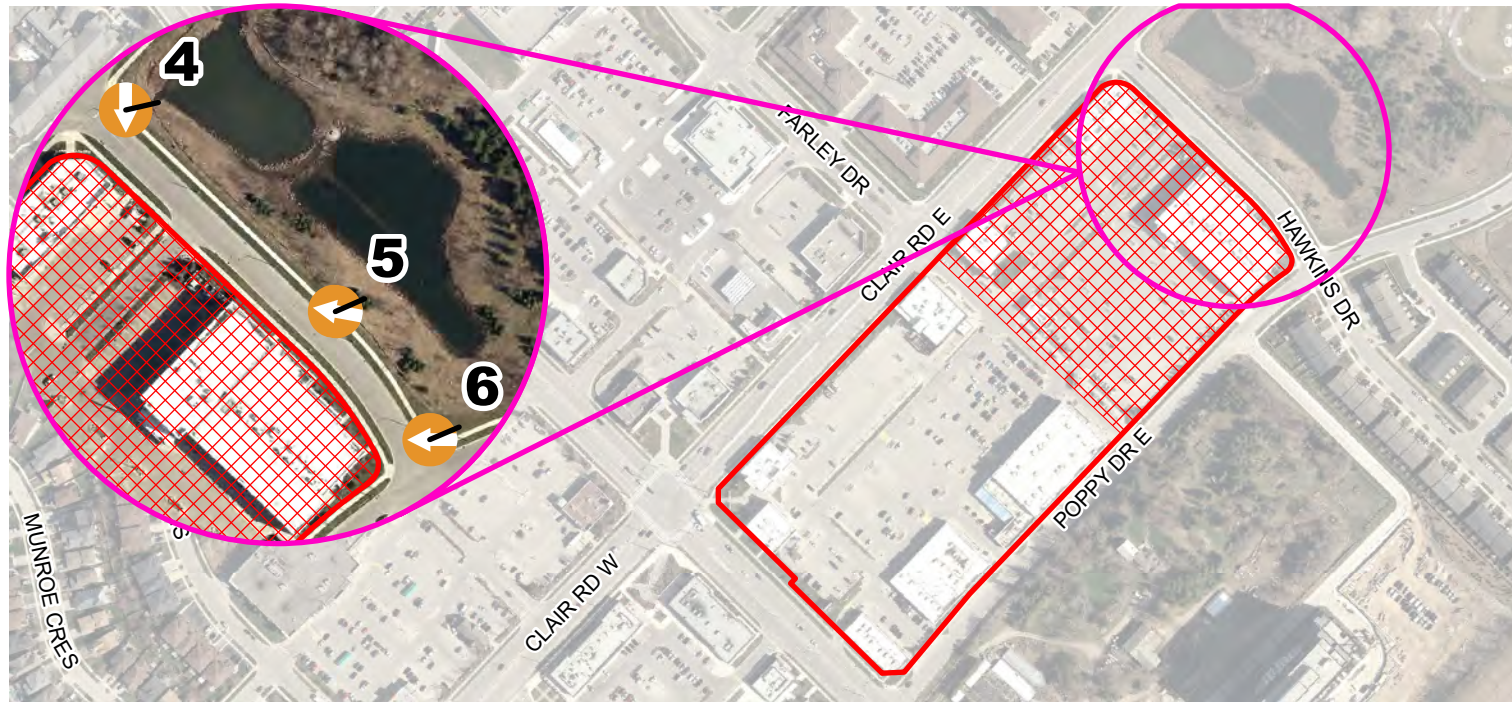


Photo 4
Looking South along Hawkins Dr to Subject Lands



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

N:\14130\AN - 85 Clair Road East, Guelph\1 - MHBC Documents\Technician Data\14130AN GIS Data

Appendix 6.1
SITE PHOTOS

85 Clair Rd E
Guelph, ON

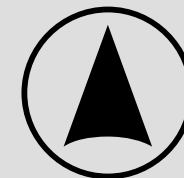
LEGEND

-  Development Area
-  Subject Lands

Date: 2023-11-06 14:07

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

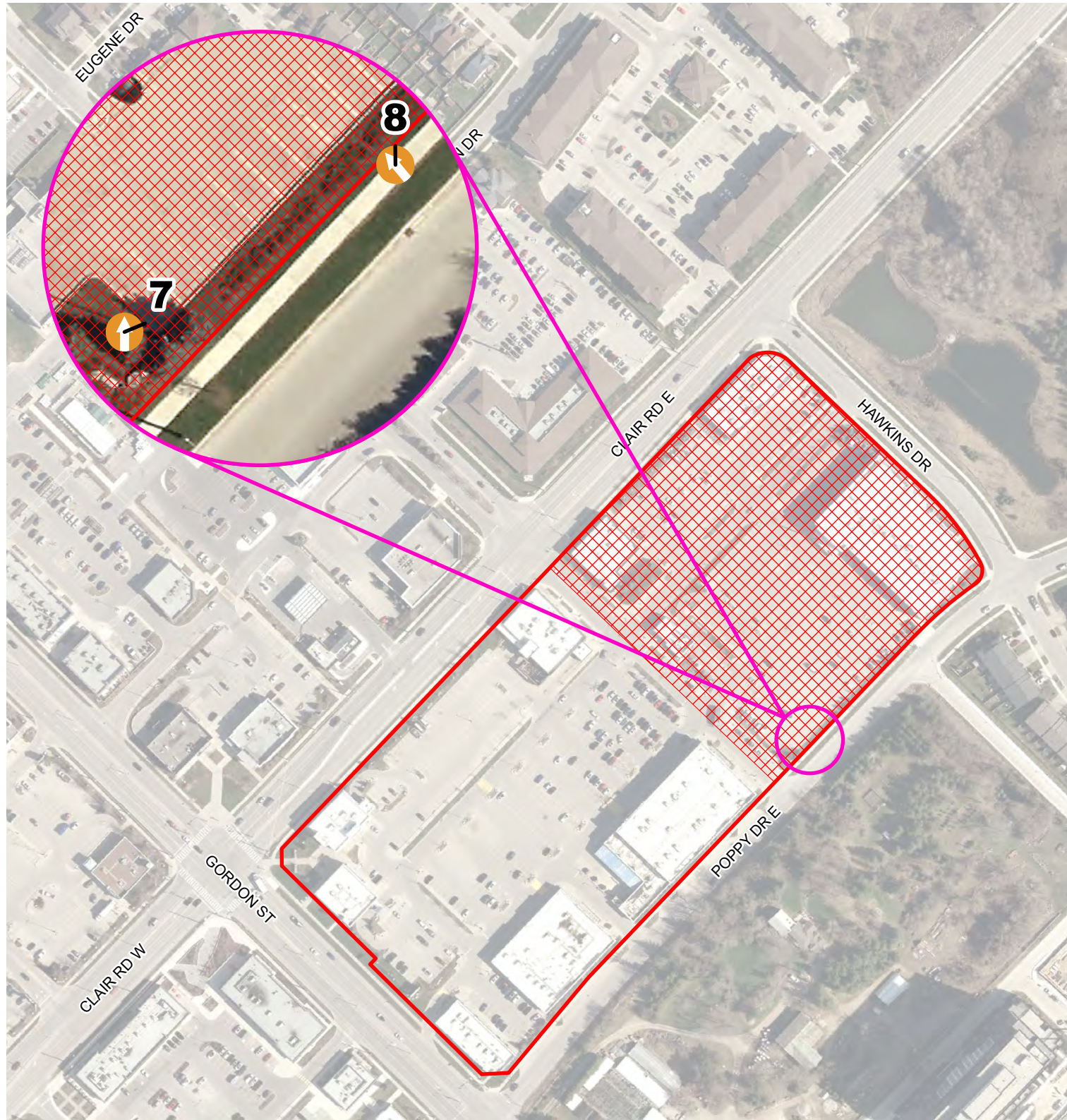


Photo 7
Looking North-West at corner of Farley Dr and Poppy Dr E to Subject Lands






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

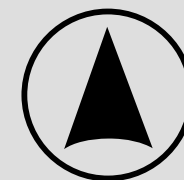
LEGEND

-  Photo Location
-  Development Area
-  Subject Lands

Date: 2023-11-06 14:09

Scale: 1:2,600

File No: 14130 - AN



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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Appendix 7

**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.

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

	<ul style="list-style-type: none"> • Visitor parking should be convenient, easy for people to access, and ensure that overflow doesn't spill into residential streets • Some residents have more than one car and family/pets that require space
<p>Traffic, Site Circulation & Safety</p>	<ul style="list-style-type: none"> • Many comments concerned about congestion and traffic, noting that the Clair-Gordon intersection is a major pinch point travelling north • 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 • 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 • Concern for traffic impacts along Poppy Drive and the Gordon Gardens entrance, will that become a signalized intersection? • Concern about vehicles speeding while turning onto Poppy Drive from Gordon Square and Farley Drive • Safety concern regarding vehicles travelling through the Gordon Street and Gosling Gardens intersection with drivers speeding and narrowing as the curb lane ends • Some drivers bypass Clair Road and Gordon Street and take Poppy Drive to avoid traffic • Concern over the volume of trucks and associated noise they make along Gordon Street
<p>Public Realm & Amenity Space</p>	<ul style="list-style-type: none"> • 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 • A few comments supportive of the stormwater management pond and connection with the proposed park/green space • A few comments that pet relief is a current issue for Gordon Square residents, and that it should be a consideration for this proposal • Interest in more landscaping on the north end of the site • The north-south connection through the site will be a good addition and make walking north to Clair Road safer • Suggestion to move the park further west away from the existing Dallan Park • Will the property south of Poppy Drive stay green/naturalized?
<p>Commercial Uses</p>	<ul style="list-style-type: none"> • Many comments concerned about what will happen to existing commercial tenants onsite and the loss of commercial uses, in particular the Cineplex • A few comments noted a lack of gas stations in the area • 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 • 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

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

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.

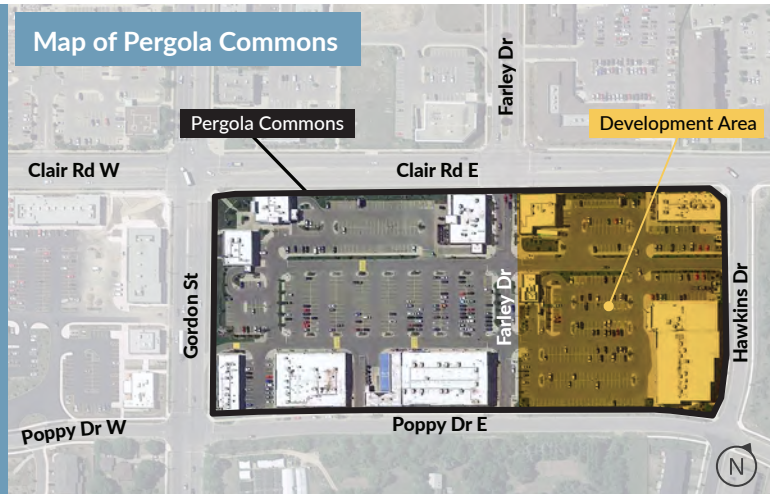
OPEN HOUSE DETAILS

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

*Subject Line:
Pergola Commons*

Appendix 8

COMMUNITY ENERGY
INITIATIVES LETTER

December 14, 2023

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**

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 ft² are LEED certified; and
 - 7.1 Million ft² 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 9

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.