

# PLANNING REPORT

1242-1270 Gordon Street and 9 Valley Road  
OZS20-004 and 23T-20001  
City of Guelph

Prepared on behalf of Tricar Properties Limited



Kasian Architecture Ontario Inc.

Revision Date August 31, 2021  
(Original Report dated May 25, 2020)

Project No. 1944



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## 1. **Introduction**

This report has been prepared on behalf of Tricar Properties Limited (Tricar) in support of the second Submission of the Official Plan Amendment, Zoning Amendment and Draft Plan of Subdivision applications for the properties municipally addressed as 1242-1270 Gordon Street and 9 Valley Road and legally described as Part of Lot 6, Concession 8 (Geographic Township of Puslinch) and Lot 15, Registered Plan 488, City of Guelph. The total area of the property subject to the original applications was 3.121 hectares. An additional property, 1270 Gordon Street, has been acquired by Tricar and added to these applications increasing the total area of property to 3.323 hectares.

The First Submission proposed development for the subject property consisting of two, 12 storey apartment buildings including a total of 377 apartment units. A total of 586 parking spaces were proposed. 63 surface parking spaces (including 57 visitor parking spaces) were to be provided along with 523 underground parking spaces on two levels. The Common Amenity Area was proposed to have a total area of 3,642 m<sup>2</sup>.

The existing dwellings on the property have been, or will be demolished. The demolition of these four dwellings will create Development Charge credits for this development.

A pre-consultation meeting was held with the City on June 13, 2018. Applications OZS20-004 and 23T-20001 were provided to the City on May 28, 2020 and deemed to be complete by the City on June 30, 2020. On September 14, 2020 the Public Meeting was held. The proposal has been revised to respond to the public and technical comments received. The revisions to the proposal in this Second Submission are summarized below;

- The maximum building height has been reduced from 12 storeys to 10 storeys which is in conformity with the 10 storey maximum building height of the High Density Residential designation for this property in the Guelph Official Plan.
- The reduced 10 storey building height is also in compliance with the High Density Residential R.4B Zone which implements the High Density Residential designation for this property in the Guelph Official Plan.
- The number of apartment units has been reduced from 377 units to 325 units. A reduction of 52 units.
- The previous density of 271 units per hectare has been reduced to 182 units per hectare.
- Tricar has purchased an additional property located to the south of the subject property (1270 Gordon Street previously Montes Flowers) to be included within this proposal to be used as common amenity area for the new residents.
- It is important to note that the total size of the property has increased, and in addition, the number of units has also been reduced.
- The zoning by-law requires 412 parking spaces and the proposal exceeds this by providing 519 parking spaces. This is 107 more parking spaces than is required by the zoning by-law.
- The zoning by-law requires 83 visitor parking spaces which will be provided.
- The Common Amenity Area provided exceeds that required by the zoning for the revised proposal.
- A municipal park and a municipal road continue to be included as part of this revised proposal.

## 2. **Existing Conditions and Surrounding Land Uses**

The Hydrogeological Assessment prepared by Stantec dated April 2020 identified topographic high points within the central portion of the site, with the topography generally sloping to the northeast toward Torrance Creek and to the southwest toward Gordon Street. The Functional Servicing Report prepared

by Stantec dated April 2020 describes the existing conditions as being split between two catchments with the easterly catchment flowing overland eventually discharging to the Torrance Creek Swamp and the westerly catchment draining to an existing storm sewer on Gordon Street.

The Environmental Impact Study prepared by Stantec dated May 22, 2020 describes the existing site conditions as;

*“The Subject Property is comprised of four residential properties, three fronting on Gordon Street and one fronting on Valley Road. Beyond the landscaping and hedgerows associated with each of the residential areas, the Subject Property consists of culturally influenced lands, including a centralized disturbed meadow surrounded by woodland, plantation, and hedgerow communities.*

*Adjacent lands consist of residential areas and roads, as well as forest and wetland features associated with the Torrance Creek and Hanlon Creek PSW.”*

The existing surrounding land uses include;

- North - Large lot residential and vacant land condominium single detached dwellings.
- East - Torrance Creek Wetland Natural Heritage System.
- South - Five storey apartment buildings.
- West - Five storey apartment building at the intersection of Gordon Street and Edinburgh Road South.

Figure 1 - Surrounding Land Use

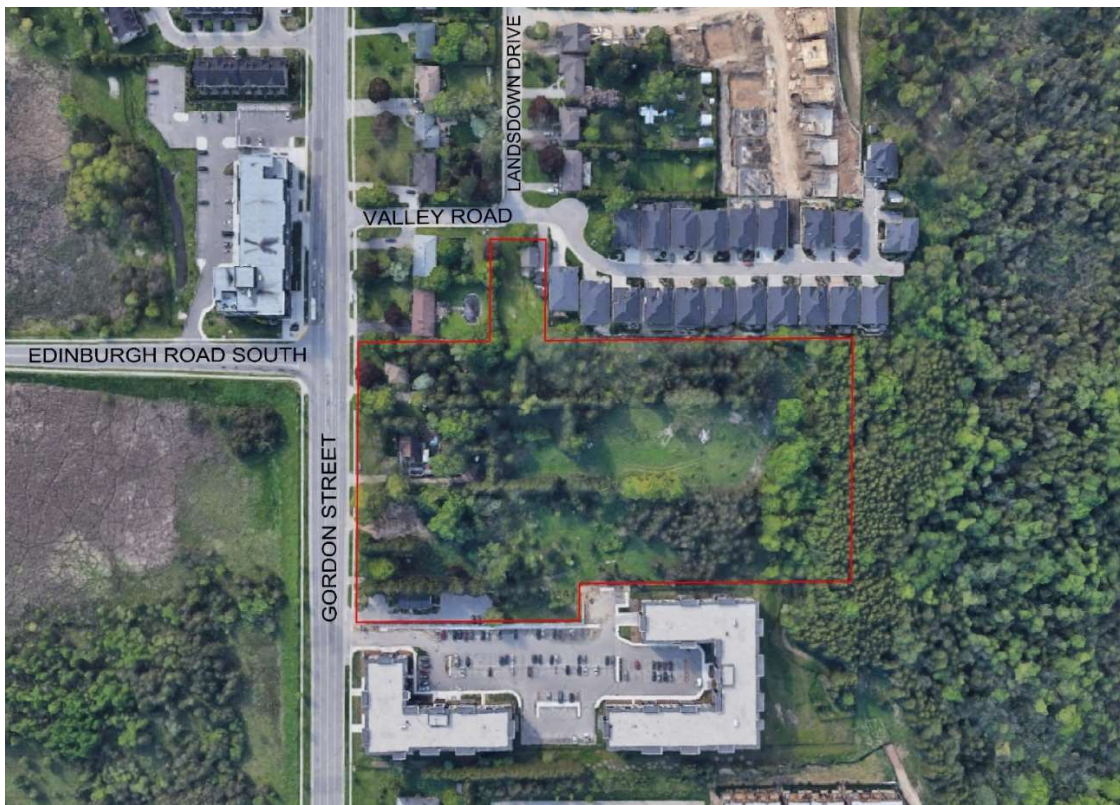




Figure 2 - 5 Storey Apartment Building Located to the South



Figure 3 - 5 Storey Apartment Building Located to the West



### 3. **Description of the Proposal**

Tricar Properties Limited is the owner of the properties municipally addressed as 1242-1270 Gordon Street and 9 Valley Road with a total area of 3.323 hectares. The proposed development for the subject property consists of two, 10 storey apartment buildings including a total of 325 apartment units. A total of 519 parking spaces are proposed. 95 surface parking spaces are to be provided along with 424

underground parking spaces on two levels. The Common Amenity Area is proposed to have a total area of 8,300 m<sup>2</sup>.

### 3.1 Draft Plan of Subdivision

The proposed Draft Plan of Subdivision will create a new municipal road to complete the signalized intersection at Gordon Street and Edinburgh Road South. A municipal park is included within the Draft Plan of Subdivision which will have frontage on this new municipal road. In addition to providing a neighbourhood amenity, this park will provide separation and a buffer between the single detached homes located to the north of the property and the proposed apartment buildings.

Figure 4 – Proposed Land Use

Land Use	Block	Units	Proposed Official Plan Designation	Proposed Zoning	Area (hectares)
Apartment	1	325	High Density Residential with a Special Policy to permit a density of 182 units per hectare	Specialized R.4B-__	1.787
Park	2	---	Open Space and Parks	P.2	0.247
Open Space	3	---	Significant Natural Areas and Natural Areas	P.1	1.049
Road		---	---	---	0.240
Total	3	377	---	---	3.323

The Draft Plan of Subdivision proposes to create a signalized access to Gordon Street with Edinburgh Road South. This signalized intersection will provide access to Gordon Street for the residents of the apartment buildings located south of the subject property and for Valley and Landsdown Drive residents located to the north. This new signalized intersection will be a positive contribution by this proposal to provide a controlled access for a significant number of dwellings located to the east of Gordon Street.

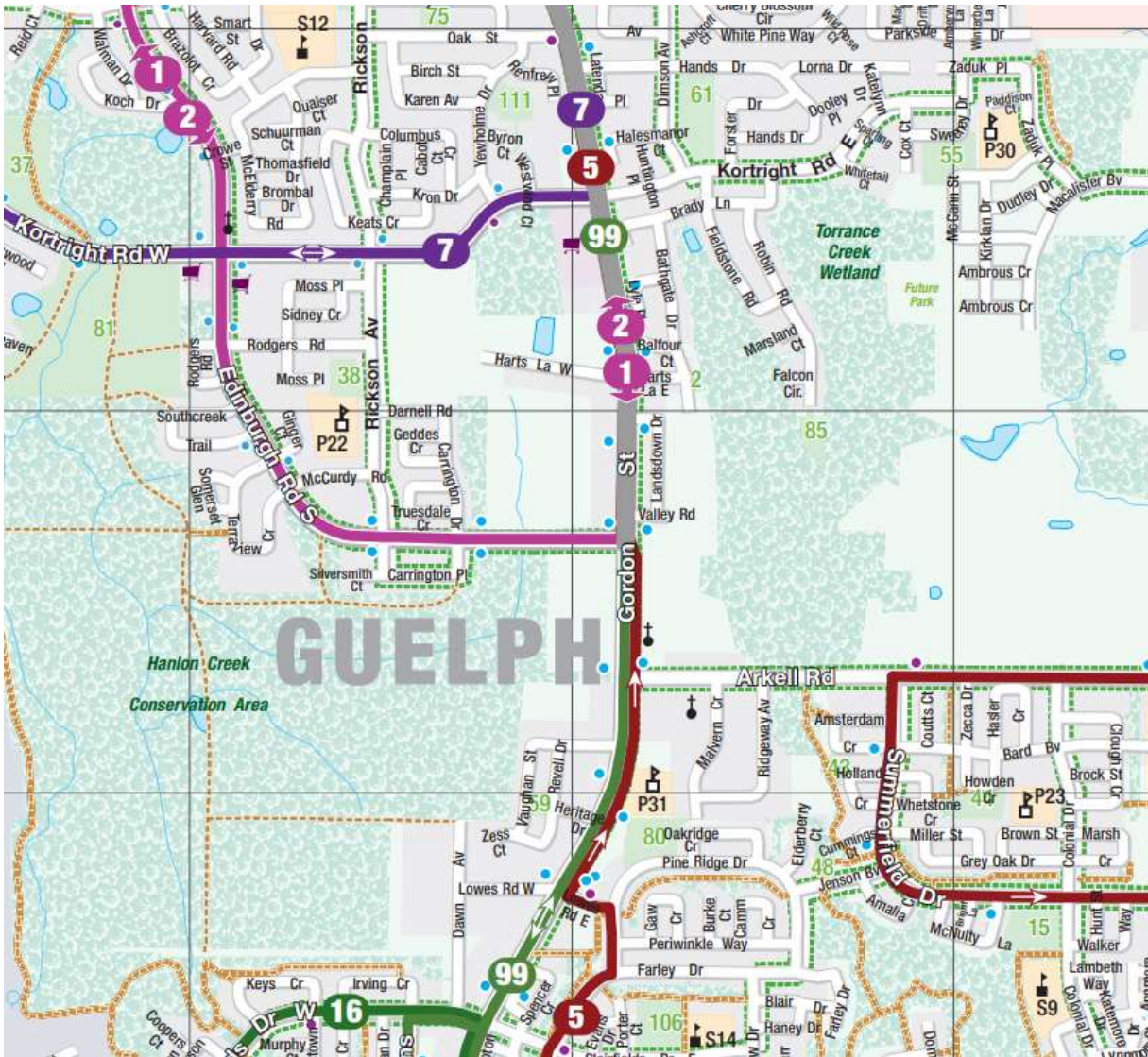
A conditional access easement in favour of the property to the south is proposed across the Tricar property. This access easement will be provided based on maintenance, cost sharing, liability and any additional issues being addressed to the satisfaction of Tricar.

The Traffic Impact Study prepared by Stantec dated May 22, 2020 identifies that the subject property is located on Gordon Street which is a major transit route within the City. As indicated on Figure 5, the site is provided service by Guelph Transit as well as GO and Greyhound buses and states that;

*“Guelph Transit provides regular transit service within the study area through Route 1 Edinburgh College, Route 2 College Edinburgh, Route 5 Goodwin, and Route 99 Mainline. GO Transit provides bus service to the study area through Route 29 Guelph/Mississauga, and Route 48 407 West Bus.*

*The subject site will be well serviced by transit during the AM and PM peak hours. The closest bus stops are located on the north approach to the intersection of Gordon Street with Edinburgh Road South, which is approximately 100 metres from the subject site.”*

Figure 5 - Excerpt from Guelph Transit Route Map



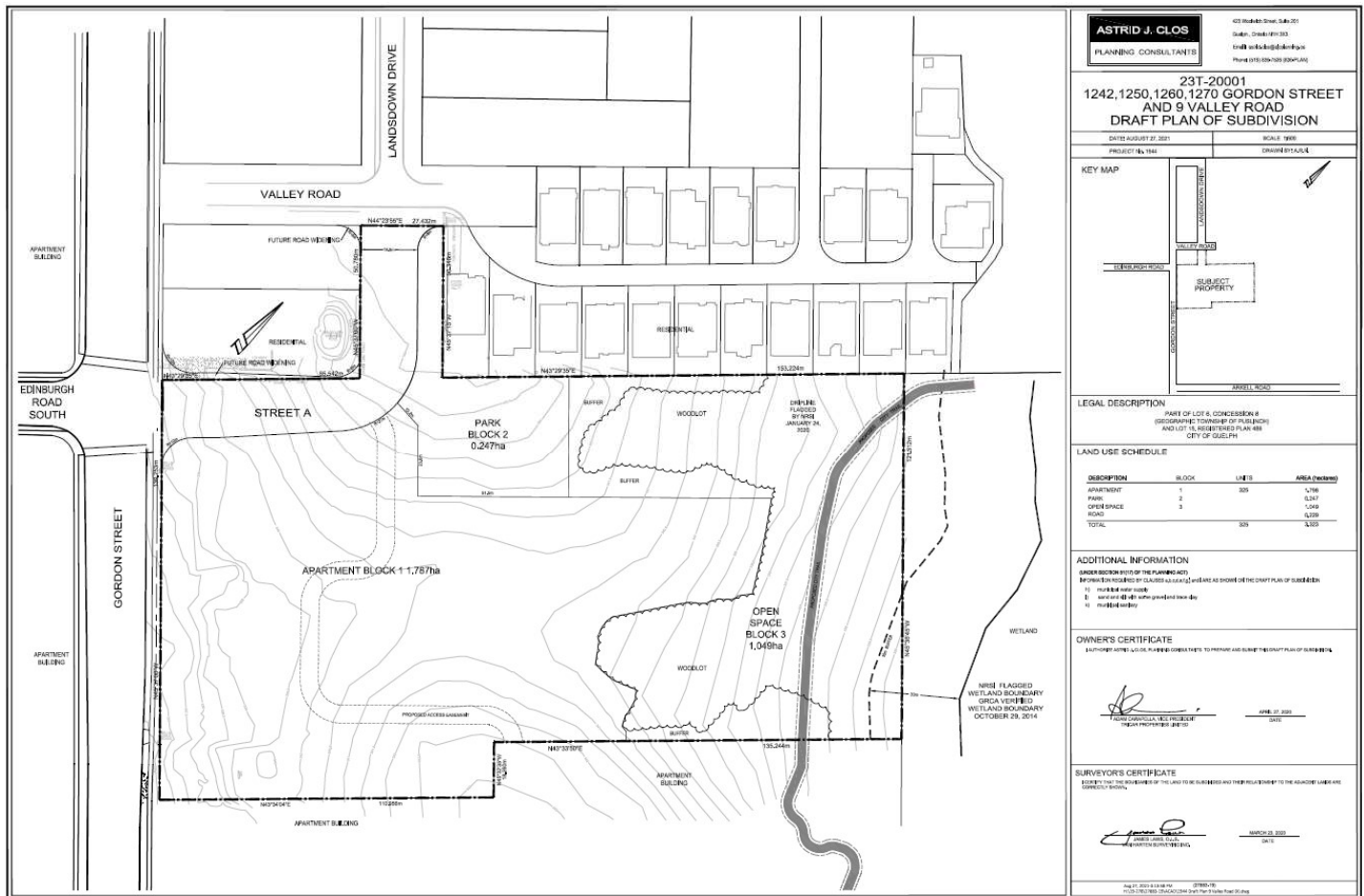
The Traffic Impact Study prepared by Stantec also confirms the Active Transportation facilities available to the subject property;

*“Sidewalks are currently provided on both sides of Gordon Street, Kortright Road, and Edinburgh Road. Sidewalks are available on one side of Landsdown Drive and Valley Road.*

*Bicycle lanes are provided on both sides of Gordon Street. The bicycle lanes along Gordon Street provide long-distance north-south connections.”*

In addition to the existing sidewalks and bike lanes, an off-road City-wide trail is proposed through the proposed Open Space Block.





### 3.2 Official Plan Amendment

An Official Plan Amendment is required to implement the proposed development. The subject property is located within an Intensification Corridor and along a major transit route and active transportation route. The site is appropriate for the proposed high density residential development. In order to accommodate this development proposal, the following changes are requested to the Official Plan;

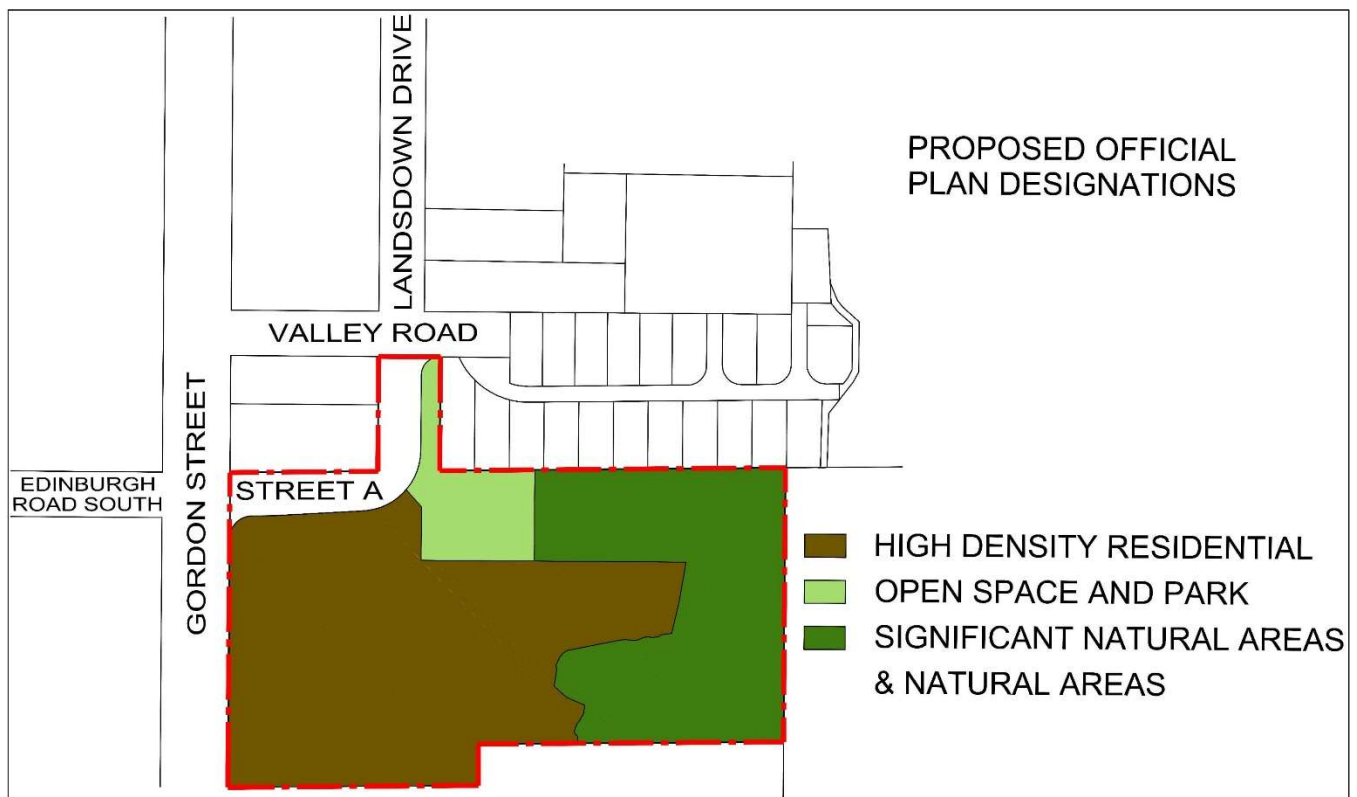
- That a portion of the property designated “High Density Residential” by Land Use Schedule 2 be changed to the “Park and Open Space” designation to accommodate a municipal park.
- That a site specific policy be added to allow the maximum net density to be 182 units per hectare when section 9.3.5.3 of the High Density Residential policies permit a maximum net density of 150 units per hectare.

The proposed Official Plan designations are shown within Figure 7. The limit between the “High Density Residential” and “Significant Natural Areas & Natural Areas” designations are proposed to be refined by an Environmental Impact Study which does not require an Official Plan Amendment in accordance with section 4.1.1.17 of the Official Plan which states that;



*“4.1.1.17 Boundaries of natural heritage features and areas that make up the Natural Heritage System shown on Schedules 2, 3, 4, and 4AE and shall be delineated using the criteria for designation and the most current information, and are required to be field verified and staked as part of an EIS or EA, to the satisfaction of the City, in consultation with the Ontario Ministry of Natural Resources (MNR) and/or the Grand River Conservation Authority (GRCA), as applicable. Once confirmed in the field, and approved by the City, boundaries of natural heritage features and areas and established buffers shall be required to be accurately surveyed and illustrated on all plans submitted in support of development and site alteration applications. Such boundary interpretations will not require an amendment to this Plan. **Minor refinements to the boundaries may be made on the basis of the criteria for designation, without an amendment to this Plan.**”*

Figure 7 - Proposed Official Plan Designations



The Guelph Official Plan includes a definition of Net Density. This definition calculates Net Density by excluding roads and any lands that have been dedicated to the City. The definition of Net Density as it appears in the Official Plan is found below;

**“Net Density** means: the concentration of residential development, calculated by dividing the total number of dwellings by the net area of the site developed for residential purposes. This term excludes roads and road rights-of-way and areas **that have been dedicated to the City or another public agency.**”

In this case, the road to be conveyed to the City and to be constructed by Tricar, will provide a significant benefit to the City by providing a signalized intersection which will greatly improve traffic access to Gordon Street for current and proposed residents located on the east side of Gordon Street. The provision of the municipal park is a benefit to the City by providing this public recreational amenity for residents within the intensification corridor and high density residential area. In addition, the conveyance of the Open Space Block to the City by Tricar will allow the City to complete the City-wide trail network in this area. Tricar will be conveying the lands to benefit the City. On this basis, if the total area of the property of 3.323 hectares is used to calculate the density before the road, park and trail lands have been dedicated to the City, the density of the site would be 98 units per hectare. This provides some context for the Net Density of 182 units per hectare that has been requested.

Tricar has included more smaller units to target the PPS affordability definition. Affordability is reached by providing smaller units. These smaller units and more units help offset the cost of capital common items in the building (ie. mechanical systems, roof coverage, elevators, electrical systems, security systems), as well as, the operational and future maintenance costs (ie. utilities, maintenance fees, building management cost). Smaller units, therefore, mean more suites to reach a balance of optimization for the building design and economics. Affordability equals, smaller units and more units, resulting in the higher density being requested.

Recent and ongoing changes to the Planning Act through Bill 108 have removed the Height and Density provisions within the Act. Where increases in height and density could have been implemented without an Official Plan Amendment previously where a community benefit is being provided, this ability has now been removed from the Planning Act. This change has necessitated that the proposed density be requested through this Official Plan Amendment.

The proposed height of 10 storeys is appropriate along the identified Intensification Corridor within the Built Boundary of the City. The subject property is located along a major transit route and active transportation route. To the south and west of the property are existing apartment buildings. A municipal park is proposed to provide separation and a buffer from the existing single detached homes located to the north.

The Guelph Official Plan includes criteria to be met for apartment intensification proposals. An outline of these policies and how they have been addressed by the proposal has been included in Figure 8.

Figure 8 - Official Plan Criteria for Multi-Unit Residential Buildings and Intensification Proposals

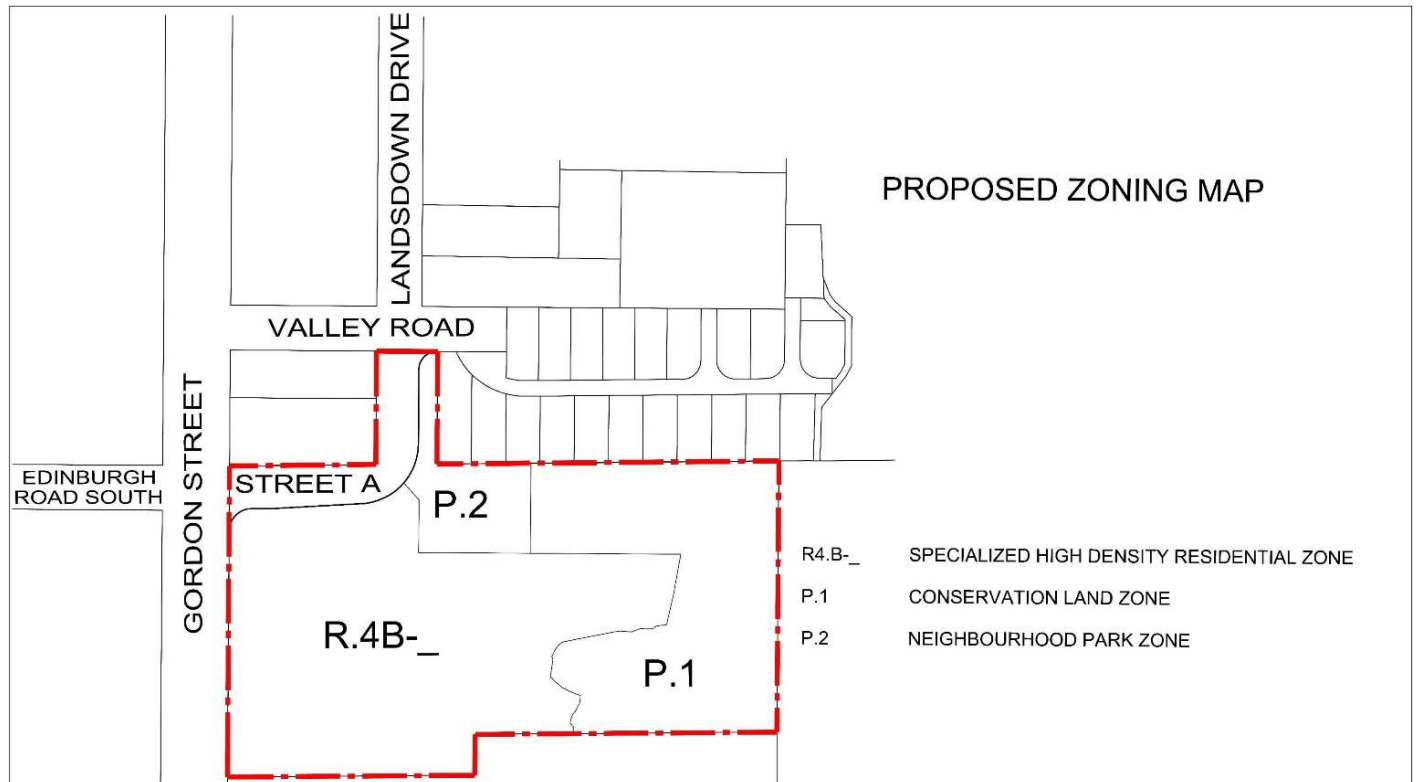
9.3.1.1 Development Criteria for Multi-Unit Residential Buildings and Intensification Proposals	
The following criteria will be used to assess development proposals for multi-unit residential development within all residential designations and for intensification proposals within existing residential neighbourhoods. These criteria are to be applied in conjunction with the applicable Urban Design policies of this Plan.	
Official Plan Policy	Analysis
1. Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.	The proposed 10 storey building form has a scale, height, setbacks, appearance and siting compatible in design, character and orientation with buildings in the immediate vicinity of the site. The abutting land uses include 5 storey apartment buildings located to the south and east. The proposed park provides a buffer and setback to the single detached residential dwellings located to the north.
3. The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.	The residential development can be adequately served by shopping facilities, schools, trails, parks, recreation facilities and public transit. There are grocery stores and other commercial areas located in proximity to the site. The site is well served by public transit. A municipal park is being provided as part of the proposal.
4. Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections.	The property is proposed to create a municipal road with access to Gordon Street at a signalized intersection. The Traffic Impact Study prepared by Stantec did not identify an unacceptable impact on the planned function of the adjacent roads and intersections.
5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated.	Vehicular access to the site from Gordon Street can be adequately provided. The proposed parking on-site exceeds the total parking required by the City's zoning.
6. That adequate municipal infrastructure, services and amenity areas for residents can be provided.	The Functional Servicing Report prepared by Stantec has determined that adequate municipal services can be provided. Common Amenity Areas and a municipal park are proposed to provide adequate amenity areas for residents.
7. Surface parking and driveways shall be minimized.	Surface parking has been minimized by providing two levels of underground parking. The existing driveways on the site have been reduced to the one driveway proposed.
8. Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.	The proposed new municipal road will extend the publicly accessible street grid network and ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic.
9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.	<p>The Wind Study prepared by RWDI determined that appropriate wind conditions are expected at the sidewalks along Gordon Street and within most of the site. Mitigation is being provided in the identified locations where recommended by the Wind Study.</p> <p>The Shadow Study prepared by Kasian concludes that the shadows cast during the summer solstice have no impact on existing developments adjacent to the site, and little impact on each other. Morning shadowing will primarily impact the parking areas during this time. The shadows cast during the spring/fall solstice have minor impacts on the existing developments adjacent to the site, primarily impacting the sites to the north during a short window in the morning hours. Before sunset, the property to the south may experience minor impacts from the proposed buildings. The shadowing impacts during the winter solstice may impact the properties to the north from sunset to around 12:00 pm.</p>

The proposed Official Plan Amendment which implements the proposed development is appropriate for the subject property located within a High Density Residential designation in an Intensification Corridor and along a major transit route and active transportation route.

### 3.3 Zoning By-law Amendment

A Zoning By-law Amendment is required to implement the development proposal for 325 units within two 10 storey apartment buildings. The proposed Specialized R.4B-\_\_ Zone implements the High Density Residential designation in the Official Plan applicable to the subject property. The proposed zoning is shown by Figure 9. The P.2 Zone will apply where the municipal park is proposed. The P.1 Zone will ensure that the natural features and the associated buffers within the Open Space Block are protected.

Figure 9 - Proposed Zoning Map



An analysis of the zoning regulations has been undertaken and is summarized within Figure 10. The required specialized zoning regulations have been identified.



Figure 10 – Zoning Compliance

High Density Apartment R.4B- Zone			
Zoning Regulation	Required	Provided	Compliance
Permitted Use: Apartments		Requested Use: Apartments	
Minimum Lot Area	650 m <sup>2</sup>	17,870 m <sup>2</sup>	Yes
Minimum Lot Frontage	15 m	83.5m (Street A)	Yes
Maximum Density units/ha	150 (325 units)	182 units/ha	No
Minimum Front Yard	6 m	4.9 m (Street A)	No
Minimum Exterior Side Yard	6 m	6 m (Gordon Street)	Yes
Minimum Side Yard (Section 5.4.2.1) half the <b>Building Height</b> , and in no case less than 3m.	Building 2 – 17.25 m (Building height 34.5 m)	9.9 m (Building 2 to the Park)	No
Minimum Rear Yard 20% of the lot depth or half the building height whichever is greater, not less than 7.5 m	27.85 m (20% of 139.253 m)	18.8 m (Building 2)	No
Maximum Building Height	10 storeys	10 storeys	Yes
Minimum Distance Between Buildings 5.4.2.2.1 distance between Buildings which contain windows of Habitable Rooms, shall be half the total height of the two Buildings and in no case less than 15 metres.	37.25 m Building 1 – 40 m Building 2 – 34.5 m	24.4 m	No
Minimum Common Amenity Area Section 5.4.2.4 30 m <sup>2</sup> per dwelling unit for each unit up to 20. For each additional dwelling unit, 20 m <sup>2</sup> of <b>Common Amenity Area</b> shall be provided and aggregated into areas of not less than 50 m <sup>2</sup> .	6,700 m <sup>2</sup>  325 units	Total CAA 8,300 m <sup>2</sup>  Indoor CAA 1,515 m <sup>2</sup> Outdoor CAA 6,785 m <sup>2</sup>	Yes
Common Amenity Area means an Amenity Area which is located inside or outside a Structure including open landscaped areas, Building rooftops, patios, terraces, above ground decks, swimming pools, tennis courts and the like;			
Minimum Landscape Open Space - 40% of the Lot Area for buildings from 5 - 10 storeys	40% (7,148m <sup>2</sup> )	52% (9,417 m <sup>2</sup> )	Yes
Off-Street Parking (Section 4.13) for the first 20 units: 1.5 per unit, and for each unit in excess of 20: 1.25 per unit	412 parking spaces  (325 units)	95 surface <u>424 underground</u> 519 total parking spaces	Yes
20% Visitor Parking 4.13	83 parking spaces	83 parking spaces	Yes
4.13.2.2 In an R.4 Zone, every Parking Space shall be located in the Side or Rear Yard provided that no Parking Space is a minimum of 3 metres from any Lot Line.			Yes
4.13.2.2.1 Despite Section 4.13.2.2, only visitor parking (not more than 25% of the minimum off-street parking required) may be located in the Front Yard or Exterior Side Yard provided it is to the rear of the required Front or Exterior Side Yard.			Yes
4.13.2.2.2 surface Driveway or Parking Area shall be a minimum of 3 m from a Building entrance or window of a Habitable Room.			Yes

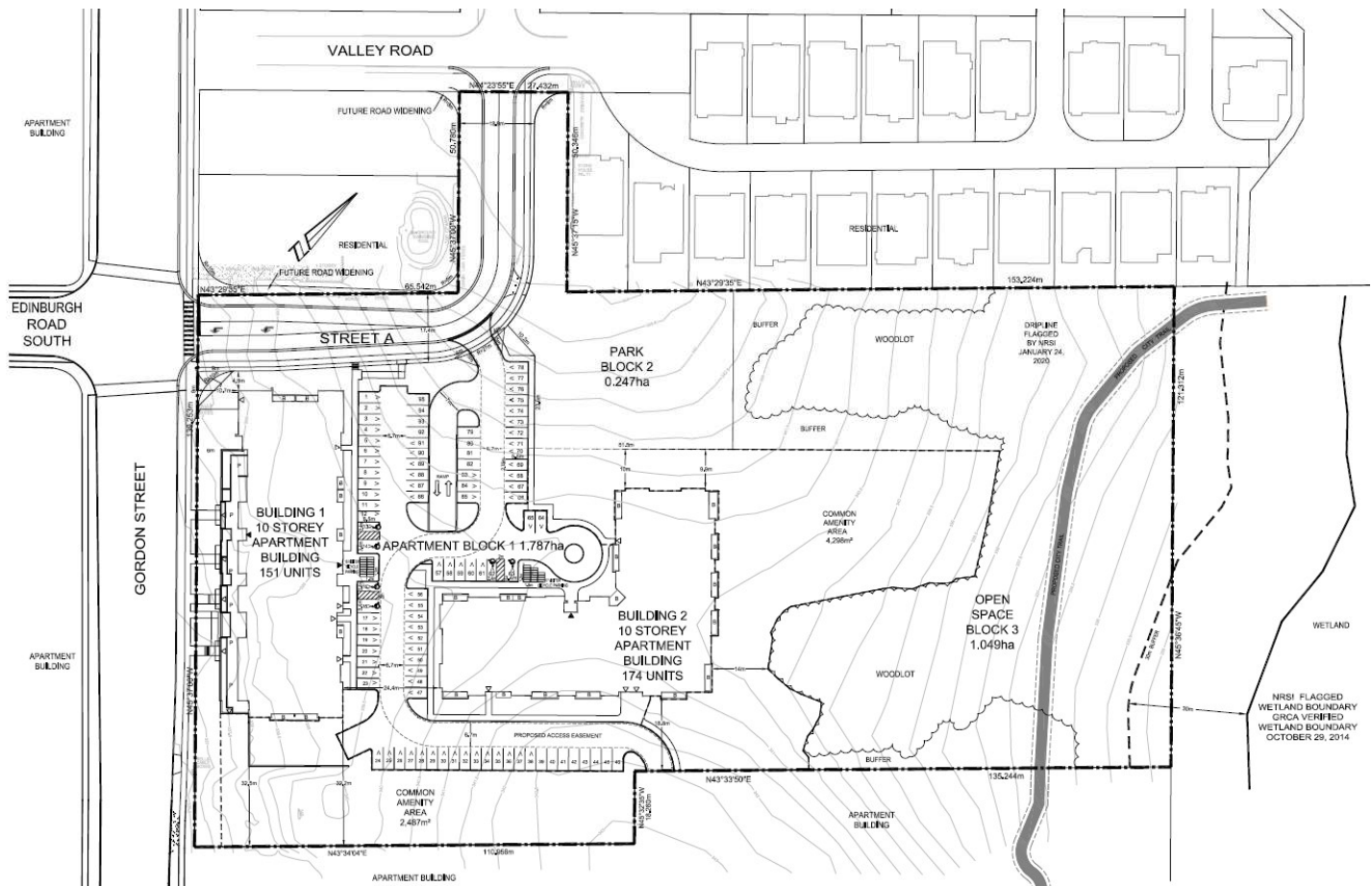
High Density Apartment R.4B-__ Zone (continued)			
Zoning Regulation	Required	Provided	Compliance
4.13.3.2.2 Despite Section 4.13.3.2.1, the minimum Parking Space dimensions for R.4 Zones are 3 metres by 6 metres within a Garage. The minimum exterior Parking Space dimensions 2.5 metres by 5.5 metres. Engineering requires 2.75m x 5.5 m	Underground 3 m x 6 m	Underground 2.75 m x 5.5m	No
	Surface 2.75m x 5.5 m	Surface 2.75 m x 5.5m	Yes
Angular Plane from a Street	45 degrees from the centre line of the abutting road.	Building 1 from Gordon Street 54° Building 1 from Street A 59°	No
4.16.1 Angular Plane from a Park	40 degrees from the lot line abutting the park.	Building 2 from the park 74 °	
4.13.3.4.2 underground Parking not within 3 m of a Lot Line.		1.7 m	No
4.6.2.1 sightline triangle at a vehicular access from the Street	4 m x 5 m		Yes
Sightline triangle at an intersection	9 m x 9 m	9 m x 9 m	Yes
Accessible Parking FADM	6 Type A (Van) - 6 Type B		Yes
Buffer Strips Required abutting a Residential Zone.			Yes
Maximum Floor Space Index 1.5 Building 1 – 18,347.86 m <sup>2</sup> Building 2 – 22,492.7 m <sup>2</sup> Total building floor area 40,840.56 m <sup>2</sup> Site Area 17,870 m <sup>2</sup>		2.29	No
Floor Space Index is an index that, when multiplied by the total land area of a Lot, indicates the maximum permissible Gross Floor Area for all Buildings on such Lot, <b>excluding an underground or covered parking Structure and floor space located in the cellar or basement;</b>			
4.9.1 garbage shall be stored within the principal Building.			Yes

The following Specialized Zoning Regulations are being requested as part of the High Density Apartment R.4B-\_\_ Zone;

- That a maximum density of 182 units per hectare be permitted where the zoning permits a maximum of 150 units per hectare.
- That a minimum front yard of 4.9 m be permitted where the zoning requires a minimum of 6 metres. (Building 1 to Street A)
- That a minimum side yard of 9.9 metres be permitted where the zoning requires a minimum of 17.25 metres.
- That a minimum rear yard of 18.8 metres be permitted where the zoning requires a minimum of 27.85 metres.
- That the minimum distance between buildings be permitted to be 24.4 metres where the zoning requires a minimum of 37.25 metres.
- That parking spaces in an underground garage be permitted to have a minimum dimension of 2.75 metres x 5.5 metres where the zoning requires a minimum of 3 metres x 6 metres.
- That the angular plan for buildings from a street be permitted to be a maximum of 59° where the zoning requires a maximum of 45°.
- That the angular plane for buildings from a park be permitted to be a maximum of 74° where the zoning requires a maximum of 40°.

- That underground parking be permitted within 1.7 metres of a lot line where the zoning required a minimum 3 m setback.
- That the maximum floor space index be 2.3 when the zoning requires a maximum of 1.5.

Figure 11 – Concept Plan (August 27, 2021)



## Density

A Maximum Density of 182 units per hectare is being requested where the zoning permits a maximum of 150 units per hectare. In this case, the road to be conveyed to the City and to be constructed by Tricar, will provide a significant benefit to the City by providing a signalized intersection which will greatly improve traffic access to Gordon Street for current and proposed residents located on the east side of Gordon Street.

The provision of the municipal park is also a benefit to the City by providing this public recreational amenity for residents within the intensification corridor and high density residential area. In addition, the conveyance of the Open Space Block to the City by Tricar will allow the City to complete the City-wide trail network in this area. On this basis, if the total area of the property of 3.323 hectares is used to calculate the density before the road, park and trail have been dedicated to the City, the density of the

site would be 98 units per hectare. This provides some context for the Net Density of 182 units per hectare that has been requested.

## **Building Setbacks**

The design of the site is being led by a few different considerations including providing an enhanced setback from the single detached homes located to the north, buffering and protecting the natural heritage features on the property and ensuring that the majority of the parking is provided underground, among others.

The building setbacks have been increased in this revised submission to allow the municipal street frontages to provide adequate trees and landscaping. The specialized zoning regulations related to building setbacks reflect the two underground parking level limits. The towers of the apartment buildings are setback further than the minimum that has been applied for the podium in the zoning.

## **4. Planning Framework**

### **4.1 Provincial Policy Statement 2020**

Provincial Policy Statement, 2020 Approved by the Lieutenant Governor in Council, Order in Council No. 229/2020 This Provincial Policy Statement was issued under section 3 of the Planning Act and comes into effect May 1, 2020. It replaces the Provincial Policy Statement issued April 30, 2014.

The Provincial Policy Statement is issued under the authority of section 3 of the Planning Act and comes into effect on May 1, 2020. In respect of the exercise of any authority that affects a planning matter, section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Comments, submissions or advice that affect a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government “shall be consistent with” this Provincial Policy Statement.

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. (**bolding** added for emphasis)

#### *“1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns*

##### *1.1.1 Healthy, liveable and safe communities are sustained by:*

- a) **promoting efficient development and land use patterns** which sustain the financial well-being of the Province and municipalities over the long term;”*
- 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;***



### 1.1.3 Settlement Areas

*The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. **It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns**, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.*

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) **efficiently use land and resources;**
- e) **support active transportation;**
- f) **are transit-supportive, where transit is planned, exists or may be developed;**

1.1.3.3 **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.**

1.1.3.4 **Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”**

### “1.4 Housing

1.4.3 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:

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- 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;*
- 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;**
- e) **requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and**

- f) ***establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.***

***“1.5 Public Spaces, Recreation, Parks, Trails and Open Space***

***1.5.1 Healthy, active communities should be promoted by:***

- 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;*
- 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;*

***“1.6.7 Transportation Systems***

- 1.6.7.4 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.”***

***“Affordable: means***

- a) *in the case of **ownership** housing, the least expensive of:*
- 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or*
  - 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;*
- b) *in the case of **rental** housing, the least expensive of:*
- 1. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or*
  - 2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.”*

The city of Guelph has confirmed that the 2020;

- affordable housing **ownership** benchmark purchase price is \$421,836 and
- affordable **rental** housing benchmark price is \$1,245 per month.

With respect to affordable housing, Tricar is proposing to include 8 apartment units which will meet the Guelph affordable housing benchmark. (One studio suite and seven 1 bedroom suites)

The proposed development is consistent with the Provincial Policy Statement 2020 in the following manner:

- promoting efficient development and land use patterns
- promoting transit-supportive development and intensification
- planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs
- using land and resources wisely
- supporting active transportation
- promoting opportunities for transit-supportive development
- accommodating a significant supply and range of housing options through intensification
- promoting appropriate development standards which facilitate intensification, redevelopment and a compact form
- planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity
- 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
- promoting a land use pattern and density that minimizes the length and number of vehicle trips and supports the current and future use of transit and active transportation.

## 4.2 A Place to Grow (2019)

A Place to Grow May 2019 was approved by the Lieutenant Governor in Council, Order in Council No 641/2019. *“The Growth Plan for the Greater Golden Horseshoe 2019 was prepared and approved under the Places to Grow Act, 2005 to take effect on May 16, 2019. This Plan applies to the area designated by Ontario Regulation 416/05 as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. As provided for in the Places to Grow Act, 2005, this Plan prevails where there is a conflict between this Plan and the PPS. The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails.”*

Excerpts from the Growth Plan are included in this report. **Bolding** has been added for emphasis.

“2      *Where and How to Grow*

### 2.1 Context

*It is important to **optimize the use of the existing urban land supply** as well as the existing building and housing stock to avoid over-designating land for future urban development while also providing flexibility for local decision-makers to respond to housing need and market demand. **This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.***”

### “2.2.2 Delineated Built-up Areas

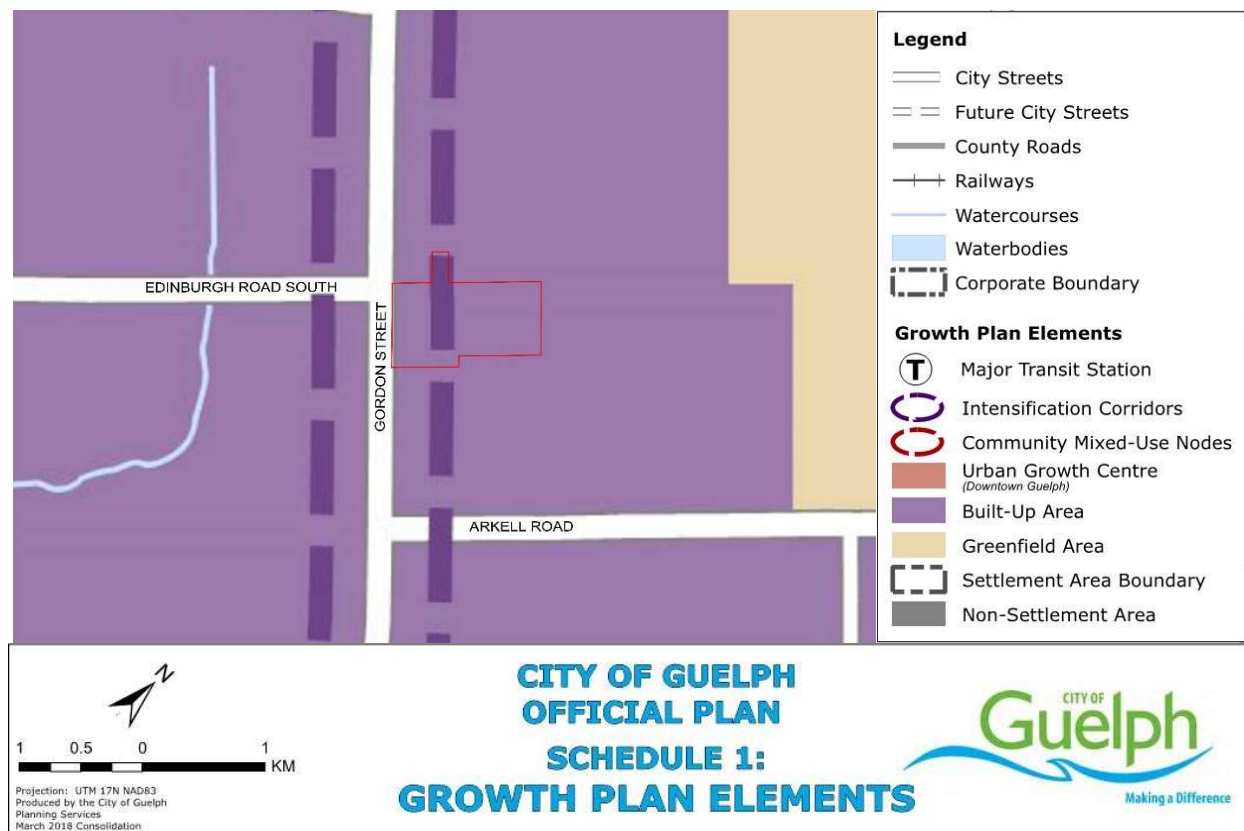
1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable **minimum intensification target** is as follows:*
  - a) *A **minimum of 50 per cent of all residential development** occurring annually within each of the Cities of Barrie, 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;”*

The proposal for the subject property will assist the City in meeting the Place to Grow 2019 minimum target for the Built-up Area and to optimize the use of the existing urban land supply utilizing an intensification first approach to development and city-building focused on making better use of existing infrastructure and public service facilities, and less on continuously expanding the urban area.

### 4.3 City of Guelph Official Plan (June 2021 Consolidation)

The City of Guelph Official Plan (June 2021 Consolidation) includes the subject property within the Built-up Area and Intensification Corridors as shown on Schedule 1 – Growth Plan Elements. (Figure 12) The subject property is outlined in red. In accordance with the Official Plan, the proposed development has been planned to be compact and at a density that supports walkable communities, cycling and transit.

Figure 12 – Guelph Official Plan – Growth Plan Elements





### **“3.3 Settlement Area Boundary**

19

1. *The City’s future development to the year 2031 will be accommodated with the City’s settlement area boundary identified on Schedule 1 of this Plan.*
2. *The City will meet the forecasted growth within the settlement area through:*
  - i) ***promoting compact urban form;***
  - ii) ***intensifying generally within the built-up area, with higher densities within Downtown, the community mixed-use nodes and within the identified intensification corridors;”***

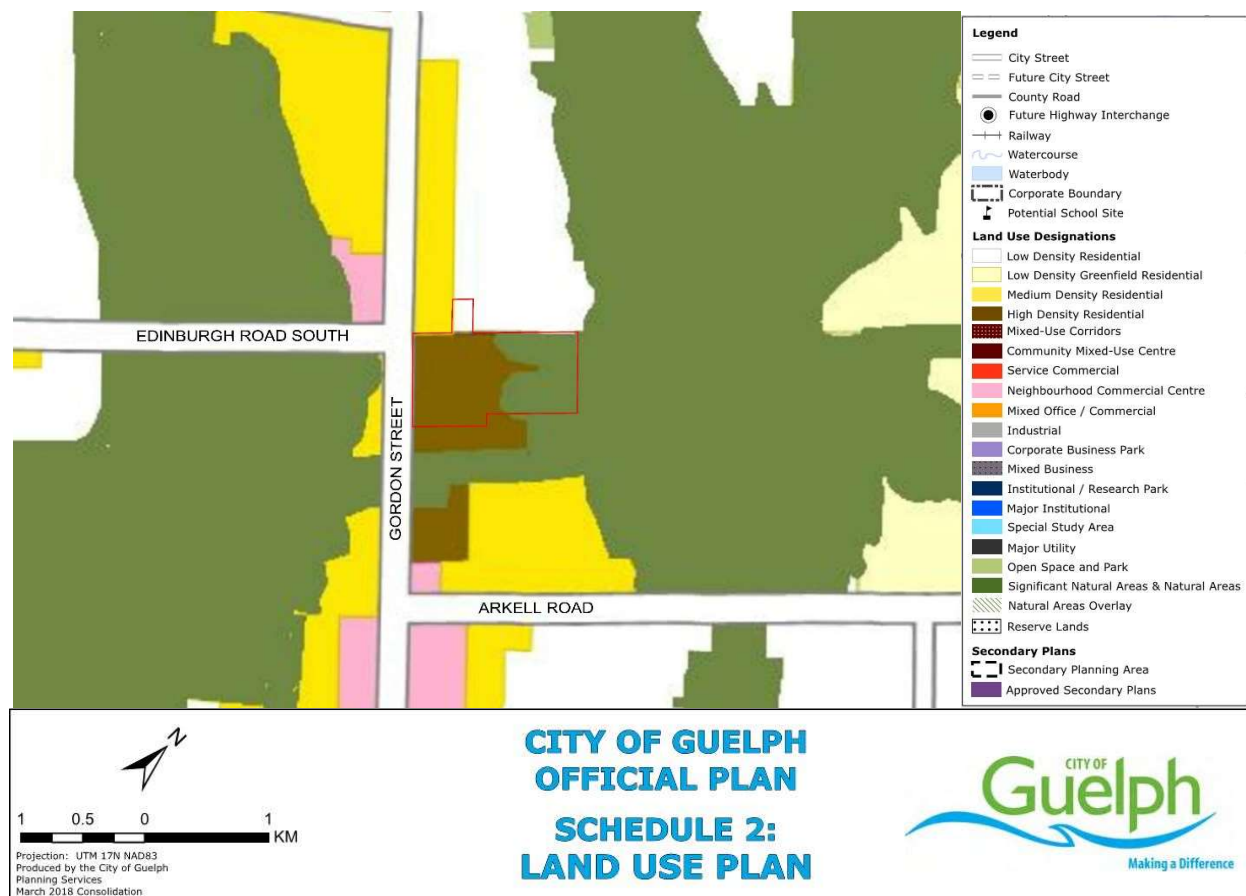
### **“3.7 Built-up Area and General Intensification**

1. *To ensure development proceeds in accordance with the objectives of Section 3.1 and to achieve the intensification targets of this Plan, **significant portions of new residential and employment growth will be accommodated within the built-up area through intensification.***
2. *The built-up area is identified on Schedule 1 of this Plan. The built-up area has been delineated in accordance with the Growth Plan and is based on the limits of the developed urban area as it existed on June 16, 2006. The built-up area will remain fixed in time for the purpose of measuring the density and intensification targets of the Growth Plan and the Official Plan.*
3. *Within the built-up area the following general intensification policies shall apply:*
  - i) *by 2015 and for each year thereafter, **a minimum of 40% of the City’s annual residential development will occur within the City’s built-up area** as identified on Schedule 1. Provisions may be made for the fulfillment of this target sooner than 2015.*
  - ii) ***the City will promote and facilitate intensification throughout the built-up area, and in particular within the urban growth centre (Downtown), the community mixed-use nodes and the intensification corridors as identified on Schedule 1 “Growth Plan Elements”.***
  - iii) ***vacant or underutilized lots, greyfield, and brownfield sites will be revitalized through the promotion of infill development, redevelopment and expansions or conversion of existing buildings.***
  - iv) *the City will plan and provide for a diverse and compatible mix of land uses, including residential and employment uses to support vibrant communities.*
  - v) *a range and mix of housing will be planned, taking into account affordable housing needs and encouraging the creation of accessory apartments throughout the built-up area.*
  - vi) ***intensification of areas will be encouraged to generally achieve higher densities than the surrounding areas while achieving an appropriate transition of built form to adjacent areas.***
  - vii) *the City will plan for high quality public open space with site design and urban design standards that create attractive and vibrant spaces.*
  - viii) *development will support transit, walking, cycling for everyday activities.*
  - ix) ***the City will identify the appropriate type and scale of development within intensification areas and facilitate infill development where appropriate.”***

1. *Intensification Corridors are identified on Schedule 1 of this Plan and will be planned to provide for mixed-use development in proximity to transit services at appropriate locations.*
2. *Intensification corridors will be planned to achieve:*
  - i) **increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;**
  - ii) **a mix of residential, office, institutional, and commercial development where appropriate; and**
  - iii) **a range of local services, including recreational, cultural and entertainment uses where appropriate.**
3. **Development within intensification corridors identified on Schedule 1 will be directed and oriented toward arterial and collector roads.”**

The City of Guelph Official Plan (June 2021 Consolidation) designates the subject property as “High Density Residential”, “Significant Natural Areas and Natural Areas” and “Low Density Residential” as shown on Schedule 2 - Land Use Plan. (Figure 13) The subject property is outlined in red.

Figure 13 – Guelph Official Plan - Land Use Plan



### *“9.3 Residential Designations*

*The following objectives and policies apply to the Residential designations identified on Schedule 2:*

- *Low Density Residential*
- *Low Density Greenfield Residential*
- *Medium Density Residential*
- ***High Density Residential.***

#### *Objectives*

- a) *To ensure that an adequate amount of residential land is available to accommodate the anticipated population growth over the planning horizon.*
- b) *To facilitate the development of a full range of housing types, affordability, densities and tenure to meet a diversity of lifestyles and the social needs, health and well-being of current and future residents, throughout the city.*
- d) ***To provide for higher densities of residential development in appropriate locations to ensure that transit-supportive densities, compact urban form, walkable communities and energy efficiencies are achieved.***
- e) ***To ensure compatibility between various housing forms and between residential and non-residential uses.***
- f) ***To maintain the general character of built form in existing established residential neighbourhoods while accommodating compatible residential infill and intensification.***
- g) *To direct new residential development to areas where municipal services and infrastructure are available or can be provided in an efficient and cost effective manner.*
- i) ***To ensure new development is compatible with the surrounding land uses and the general character of neighbourhoods.***
- j) *To promote innovative housing types and forms in order to ensure accessible, affordable, adequate and appropriate housing for all socioeconomic groups.*
- k) *To ensure that existing and new residential development is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling or the use of transit.”*

#### *“9.3.5 High Density Residential*

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

#### *Permitted Uses*

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

2. The minimum height is three (3) storeys and the **maximum height is ten (10) storeys**
3. The maximum net density is 150 units per hectare and not less than a minimum net density of 100 units per hectare.”

Figure 14 – Rendering of the Proposal



Kasian Architecture Ontario Inc.

The subject property is outlined in red in the excerpt from the Official Plan Land Use Schedule 2 which designates the property as High Density Residential, Low Density Residential and Significant Natural Areas and Natural Areas. (Figure 12) The site has frontage on Gordon Street, a major arterial road, transit corridor and active transportation link within the City. The Official Plan requires new development to be compatible with the surrounding land uses and the general character of the neighbourhood. There are three existing apartment buildings located to the west and south of the subject property. Traffic from the proposed apartments will have direct access to Gordon Street from proposed Street A and not impact any existing local residential streets. The proposed municipal park will provide an amenity to the neighbourhood and provide an additional setback and buffer for the single detached homes located to the north. The proposal is compatible with the surrounding land uses and the general character of the neighbourhood.

#### 4.4 Guelph Zoning By-law

The current zoning of the property does not permit the proposed apartment buildings. A zone change application has therefore been submitted to change the zoning to a Specialized High Density Apartment R.4B-\_\_ Zone. The current zoning of the property is shown by Figure 15. The subject property is outlined in red. The current zoning of the property is;

- Residential R.1B Zone
- Lands Adjacent to Provincially Significant Wetlands overlay
- Lands with one of the following: Locally Significant Wetlands, Significant Woodlots, Natural Corridor or Linkage overlay



## 5 Summary of Supporting Reports

A summary of the supporting reports is provided herein. It should be noted that these report summaries are not complete and should not be relied upon. Please refer to the complete reports as the basis for any review.

### 5.1 Functional Servicing and Stormwater Management Report

The Functional Servicing and Stormwater Management Report prepared by Stantec dated August 11, 2021 concluded that;

- *“Sanitary service is provided by the proposed upgrade to the municipal system located on Gordon Street just west of the site access.*
- *Water service is provided from the existing 400mm watermain on Gordon Street fronting this site.*
- *Enhanced (Level 1) water quality control will be provided for the site by a combination of OGS unit, and infiltration gallery. Adequate water quality volumes will be provided to meet the MOE water quality requirements associated with infiltration facilities.*
- *The proposed rooftop storage and Permavoid storage tank will detain the 2- to 100-year peak flows to predevelopment levels prior to discharge to Gordon Street.”*

### 5.2 Tree Preservation Plan

The Tree Preservation Plan prepared by Natural Resource Solutions Inc. dated September 2021 is summarized as follows:

Summary of Tree Inventory and Compensation	
Description	Number
On-site trees	689
Off-site trees privately owned	3
Boundary trees	19
Municipal trees on road allowance	3
Total trees inventoried	714
Trees to be removed which are exempt from compensation (to be removed due to their species/health/structural condition)	92
Trees to be removed requiring compensation	491
Trees to be retained	131

### 5.3 Traffic Impact Study

The Traffic Impact Study prepared by Stantec dated August 12, 2021 concludes and recommends that;

#### *“Conclusions*

- *The proposed development will be well serviced by transit during the AM and PM peak hours via Guelph Transit (GT) Route 2 College Edinburgh, GT Route 5 Goodwin, GT Route 99 Mainline, GO Route 29 Guelph/Mississauga, and GO Route 48 407 West Bus. Nearby transit stops are*



*located on the north approach to the intersection of Gordon Street with Edinburgh Road, approximately 100 metres from the subject site.*

- *Sidewalks are provided throughout most of the study to accommodate pedestrian movements and provide connection to nearby commercial destinations and transit connections. Bicycle lanes are provided along both sides of Gordon Street to accommodate long-distance north-south connections, connecting the study area to downtown Guelph, however, cycling along other roadways would be accommodated within the vehicle travelled portion of the roadways.*
- *The existing 2019 operational conditions experience several deficiencies during the PM peak hour, and a deficiency on the eastbound left movement at Gordon Street / Kortright Road during the AM peak hour. All movements remain within their available capacities and only the stop controlled eastbound approach at Gordon Street / Landsdown Drive experiences delays high enough to reach a LOS of "F".*
- *The proposed development is estimated to generate a total of 104 trips (25 inbound and 79 outbound) during the AM peak hour and 119 trips (73 inbound and 46 outbound) during the PM peak hour.*
- *The future background 2024 conditions generally experience exacerbated conditions relative to the existing conditions due to the annual growth and nearby development trips, however, some movements experienced slight improvements in operations due to the introduction of the centre left turn lane along Gordon Street. An increase in cycle length to 120 seconds will improve the overall intersection operations at the most deficient intersections, Gordon Street with Edinburgh Road and Arkell Road, and bring the overall volume to capacity ratios at the intersections below 1.00.*
- *The future background 2029 conditions become exacerbated as a result of the annual increase in vehicular volumes throughout the network and additional deficiencies will be introduced as a result. The intersections of Gordon Street with Edinburgh Road and Arkell Road will continue to experience the most deficiencies and the intersection with Arkell Road may require a northbound right turn lane to alleviate the intersection deficiencies. The intersection with Edinburgh Road has limited opportunity for improvement due to the future east leg approach that will be introduced with the proposed development, however, a southbound right turn lane would alleviate the experienced deficiencies. The southbound right turn lane hasn't been incorporated into the subject analysis due to the impact that this geometric improvement would have on the adjacent transit stop and utility poles.*
- *The future background 2034 conditions will become slightly exacerbated relative to the 2029 future background conditions as a result of the annual growth of vehicular volumes.*
- *The future total 2024 conditions will become slightly exacerbated relative to the future background 2024 conditions, experiencing an increase in the overall intersection V/C ratio from 0.97 to 1.01 at Gordon Street / Edinburgh Road. The northbound through/right at Gordon Street /Arkell Road will reach capacity, increasing from a V/C ratio of 0.97 to 1.00. Based on the 2024 future total analysis findings the proposed site generated traffic is anticipated to have a minor impact on the projected traffic operations at the study area intersections relative to the background conditions.*

- *The future total 2029 conditions generally reflect those identified in the future background 2029 conditions, although slightly exacerbated with the addition of site generated trips; no additional deficiencies result from the addition of site generated trips.*
- *The future total 2034 conditions will become slightly exacerbated relative to the future background 2034 conditions, experiencing an increase in the V/C ratio on the northbound left turning movement at Gordon Street / Edinburgh Road from a 0.87 to a 0.92. The northbound through movement at Gordon Street / Arkell Road will reach capacity during the AM peak hour, increasing from a 0.98 to a 1.00, while the southbound left at the intersection increases in delay from a LOS of "D" to a LOS of "E" during the PM peak hour.*
- *The sightline assessment highlights that the new east approach to the intersection of Gordon Street / Edinburgh Road is expected to have sufficient sightlines, while the new south approach to the intersection of Valley Road / Landsdown Drive will experience constrained sightlines. The constrained sightlines are due to the vertical curvature of Valley Road between Gordon Street and Landsdown Drive, and due to the horizontal curvature of Valley Road east of Landsdown Drive. The risk of these constrained sightlines can be mitigated by applying all-way stop-control at the intersection, and will also be mitigated slightly by the reduced speed of vehicles from the west due to the intersection with Gordon Street and the vertical curve, and due to the open park area on the approach to the intersection which will allow drivers to see towards the east for the full required sight distance.*
- *The parking review identifies that the proposed parking satisfies the required parking supply on-site, where the total vehicle parking provided within the site is 519 spaces exceeding the minimum requirement as per the By-law.*
- *The subject site is well situated for use of alternatives modes such as transit, cycling, and walking. Transportation demand management strategies such as information packages should be considered for distribution to new residents to raise awareness of and to promote these alternative modes.*

#### *Recommendations*

- *Future Background 2024: Increase the cycle lengths at signalized intersections to 120 seconds during the PM peak hour to alleviate the forecasted intersection capacity deficiencies.*
- *Future Background 2029: Implement a northbound right turn lane at Gordon Street/Arkell Road to alleviate the forecasted deficiencies.*
- *TDM: Implement TDM measures to promote the use of alternative modes of transportation such as transit, cycling and walking. These measures can include the distribution of information packages to new residents to raise awareness of the local facilities, reduce reliance on single occupant vehicles and promote the use of more sustainable modes of transportation."*

## 5.4 Urban Design Brief

The Urban Design Brief prepared by Stantec Consulting & Kasian Architecture Ontario Inc. dated August 30, 2021 identified the following urban design goals and objectives for the site;

- *“Create a streetscape aesthetic along Gordon Street and within the site (along the private access road referred to as ‘Street A’) sympathetic to pedestrian environment with the opportunity to provide “eyes on the street”.*
- *Landscaping along Gordon Street will be designed to soften hardscape and allow for the establishment of a consistent landscaped street frontage, including a continuous row of healthy trees along the street located on private property.*
- *Provide exceptional placemaking elements through architectural treatments and detailing, landscaping and vegetation, ornamental features, and site furnishings.*
- *To build a compact energy efficient neighbourhood that provides diverse opportunities for living.*
- *Design a space that is accessible to all abilities and ages.*
- *Preserve and enhance protected public views and vistas of built and natural features, including those to the neighbouring woodlands.*
- *Establish a sensitive transition to the adjacent low-rise neighbourhood with the park north of Building 2.*
- *Design for a choice of mobility including walking, cycling, transit and driving.*
- *Protect and enhance the distinct character of the City of Guelph, and the sense of community of neighbourhoods.”*

The Urban Design Brief outlines the following sustainability measures for the proposed development;

- *“Transit-friendly compact development with pedestrian and cyclist linkages*
- *Retention of existing vegetation where feasible & minimized surface parking*
- *Proposed installation of drought tolerant plants to be detailed at site plan*
- *Proposed planting of street trees that will contribute to overall canopy cover*
- *Integration of tree planting systems*
- *Lighter coloured roofing/siding materials, which reduces cooling costs and urban heat island effect*
- *Low-flow faucets, toilets, and showerheads will be incorporated throughout the units to reduce water consumption*
- *Closed-looped heating and cooling systems*
- *On-site full water infiltration will be incorporated on the building roofs to eliminate runoff from the site to surrounding waterways*
- *Energy efficient lighting*
- *Recycling and waste management*
- *High efficiency HVAC inside units (individual air handlers with ERV’s and unit air conditioner)*
- *Individually metered units*
- *Well-constructed building to minimize future maintenance issues*
- *The use of natural light and natural ventilation in the building designs*
- *Utilization of local materials*
- *The site is fully serviced by existing infrastructure”*

## 5.5 Wind Study

The Pedestrian Wind Study prepared by Rowan Williams Davies & Irwin Inc. (RWDI) dated July 15, 2021 determined that;

*“The wind tunnel model included all relevant surrounding buildings and topography within an approximately 360m radius of the study site. The wind and turbulence profiles in the atmospheric boundary layer beyond the modelled area were also simulated in RWDI's wind tunnel. The wind tunnel model was instrumented with 73 specially designed wind speed sensors to measure mean and gust speeds at a full-scale height of approximately 1.5 m above local grade in pedestrian areas throughout the study site. Wind speeds were measured for 36 directions in 10-degree increments. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the mean wind speed at a reference height above the model. The placement of wind measurement locations was based on our experience and understanding of the pedestrian usage for this site.*

*As required by the City of Guelph as per their Terms of Reference for Wind Studies (dated May 2019), wind statistics recorded at the Region of Waterloo International Airport were used as this is the nearest weather station with long-term reliable wind data. Wind statistics recorded at Waterloo International Airport between 1990 and 2020, inclusive, were analyzed for the Summer (May through October) and Winter (November through April) seasons.*

*Winds from the east and southwest through northwest are predominant throughout the year, as indicated by the wind roses. Strong winds of a mean speed greater than 30 km/h, measured at the airport (at an anemometer height of 10 m), occur for 2.5% and 8.1% of the time during the summer and winter seasons, respectively.*

### **Summary:**

- *Wind speeds that meet the pedestrian wind safety criterion are predicted at all areas assessed.*
- *Existing wind conditions on and around the site are generally comfortable for pedestrian use throughout the year.*
- *With the addition of the project, wind conditions during the summer are predicted to be comfortable for the intended use at all grade level areas. During the winter months, seasonally stronger wind speeds are expected to result in increased wind activity at the west corner of Building 1 and areas between the two buildings with conditions predicted to be uncomfortable.*
- *During the summer, wind conditions on the Level 2 terrace area are expected to be comfortable for passive pedestrian use. Elevated wind activity on the terrace in the winter may not be a concern as the area would be used less frequently during that time.*

### **Recommendation:**

*High windspeeds to the northwest of the site are due to southwesterly winds downwashing off the north and west façades of Building 1 and accelerating at the ground. To reduce this effect, we recommend installing a canopy around the northwest corner to help redirect winds. In addition, coniferous or marcescent street trees along the north and west sidewalks, will help to disperse winds flowing to the street below. High wind speeds at the area between the two buildings are primarily due to exposure to westerly winds channelling through the area. The addition of dense coniferous or marcescent planters to*

*the north will help to diffuse wind flowing through these areas, alternatively windscreens placed north of these locations will help to diffuse uncomfortable conditions.”*

## **5.6 Noise Study**

The Noise Study prepared by J.R. Coulter Associates Limited dated August 23, 2021 determined that;

*“J.E. COULTER ASSOCIATES LIMITED reviewed the plans for the proposed high-density residential development at 1242-1270 Gordon Street and 9 Valley Road in Guelph, Ontario.*

*The purpose of this feasibility report is to identify any transportation source that may have a noise impact on the proposed development. Traffic on Gordon Street and Edinburgh Road South are the main sources of transportation noise potentially affecting this proposed residential development.*

### **SUMMARY**

*In summary, the analysis showed that the sound levels generated by the combination of Gordon Street and Edinburgh Road South will be modest, requiring noise control measures typical of such sites to meet the provincial requirements (i.e., central air conditioning, noise barriers and double glazing). These measures are found at many new residential developments adjacent to a main arterial roadway and are not considered onerous requirements.*

*The common outdoor amenity area at the southwest corner of the site at Building 1 will require noise control measures in the form of an acoustic barrier to meet the guideline.*

*The existing stationary sources (i.e., rooftop HVAC equipment from the adjacent apartment buildings) were found not to generate a noise impact at this proposed residential development.*

### **RECOMMENDATIONS**

*To meet the noise requirements of the City of Guelph and MECP’s noise guidelines, the following recommendations are proposed:*

- 2. The exterior sound levels are greater than 65 dB Leq daytime and/or 60 dB Leq nighttime. As a result, central air conditioning prior to occupancy is required. It is our understanding that central air conditioning will be supplied for each dwelling unit for the entire development in any case, thus meeting the requirement.*
- 3. The review has concluded that no special building components (windows, walls or ceiling) are required for living/dining rooms with a window/door-area-to-floor-area ratio of 112% or less. For bedrooms, the window/door-area-to-floor-area ratio of 125%, an extraordinarily large area of glazing would be well within the interior noise criteria. Ontario Building Code (OBC) compatible construction with double glazing (operable or fixed) will meet the noise requirements based on the window-area-to-floor-area ratios noted above.*
- 4. A 3.5m high acoustic barrier is recommended to extend from the southwest corner of Building 1 to the south property line (33m) and then wrap to the east for a distance of 7m. With the barrier in place, the sound level is expected to be 60 dB Leq daytime throughout the common outdoor area.*

5. *The Owner/Developer acknowledges and agrees that, if stepping of the noise barrier is required, the interval height per panel section of the required noise fence will be no greater than 101.6 millimetres (4 inches).*
6. *All barriers must have one or more of the following acoustic characteristics:*
  - a. *The Sound Transmission Class (STC) of the panel material to be 20, or greater, when tested in accordance with ASTM-E90 (a test report to be submitted for approval).*
  - b. *The Sound Transmission Class (STC) of the panel material has historically been demonstrated to be 30 or greater (include references).*
  - c. *Surface mass density not less than 20 kg/sq.m (4 lbs/sq-ft).*
7. *At this time, there are no details regarding the proposed mechanical ventilation systems to be used at Buildings 1 and 2. A general review of the anticipated sound levels from the rooftop ventilation equipment and location did not result in noise impacts at any point of reception off-site. Prior to Site Plan Approval, the acoustic consultant should review the equipment selection and locations and confirm whether additional noise control measures are required to meet MECP's NPC-300 criteria.*
8. *Interior amenity areas in Building 1 (west façade) will require 6mm double glazed windows rated at STC 34 to meet the interior sound levels. This is a standard commercial window.*
9. *A Detailed Noise Study will be required at Site Plan outlining the final recommendations (Barriers, Ventilation, Warning Clauses and Façade Components)."*

## **5.7 Archaeological Survey**

AMICK Consultants Limited completed the Stage 1-2 Archaeological Property Assessment for the subject property dated February 1, 2016. The report concluded that;

*"As a result of the Stage 1 portion of the study it was determined that the study area has archaeological potential on the basis of proximity to historic settlement structures, and the location of early historic settlement roads adjacent to the study area.*

*As a result of the Stage 2 Property Assessment of the study area, no archaeological resources were encountered. Consequently, the following recommendations are made:*

1. *No further archaeological assessment of the study area is warranted;*
2. *The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed;*
3. *The proposed undertaking is clear of any archaeological concern."*

On March 14, 2016 the Ministry of Tourism, Culture and Sport entered this report into the Ontario Public Register of Archaeological Reports.

## **5.8 Geotechnical Report**

The Geotechnical Investigate prepared by CMT Engineering Inc. dated April 25, 2018 included the following findings;



- 10 boreholes were advanced on April 17, 18 and 19, 2018 from depths of 7.62m to 9.75 m below the existing ground surface elevations of the subject property.
- Accumulated groundwater was observed in Borehole 9 at 3.17 m below the existing ground surface elevation. Accumulated groundwater was not observed in any of the other boreholes conducted as part of this investigation.
- The presence of existing potable water wells was not observed/confirmed during the geotechnical investigation. A review of Ministry of the Environment (MOE) well records indicate that a former dug well was decommissioned at 1250 Gordon Street on October 11, 2005.
- Based on the grain size distribution curves and estimated coefficient of permeability, as well as the generally dense to very dense nature, the native silt and sand/and silt encountered in the boreholes are not considered conducive to storm water infiltration.

## 5.9 Shadow Study

A Shadow Study has been prepared by Stantec Consulting & Kasian Architecture Ontario Inc. which has been included in the Urban Design Brief dated August 30, 2021. Diagrams illustrating shadows casted by the proposed buildings are provided in Appendix E of the Urban Design Brief. The findings of the Shadow Study include;

*“The shadows cast during the summer solstice have no impact on existing developments adjacent to the site, and little impact on each other. Morning shadowing will primarily impact the parking areas during this time. The shadows cast during the spring/fall solstice have minor impacts on the existing developments adjacent to the site, primarily impacting the sites to the north during a short window in the morning hours. Before sunset, the property to the south may experience minor impacts from the proposed buildings. The shadowing impacts during the winter solstice may impact the properties to the north from sunset to around 12:00 pm.”*

## 5.10 Hydrogeological Study

The Hydrogeological Assessment prepared by Stantec dated August 13, 2021 includes the following conclusions;

- “1. Subsurface conditions across the Site consist of silty sand to sandy silt till (Port Stanley Till), which predominantly forms a horizontally and vertically contiguous unit beneath the Site, with this unit being overlain by a 2.3 to 4.8 m thick diamicton deposit consisting of very loose to dense sand and silt, with some gravel and trace clay. The Port Stanley Till occurs at elevations ranging from 341.6 to 334.7 m AMSL beneath the Site, with this unit extending to the termination depth of the onsite boreholes (333.4 to 324.6 m AMSL). Locally, the bedrock surface is reported to occur at an elevation of approximately 320 m AMSL and does not factor into the construction of the proposed development.
2. Groundwater depths across the Site range from 1.0 m to 9.2 m BGS over the monitoring period (July 2018 to June 2020), fluctuating between elevations of 332.6 m to 340.7 m AMSL. Overall, the highest groundwater table occurred in the spring, declining by up to 5.6 m to its lowest elevation by late fall.

3. *Groundwater contours mimic the prevailing topography of the Site, with a localized groundwater divide running along the northeast-southwest axis of the drumlin upon which the property is situated (Figure 12). Groundwater flows from the divide to the northeast and southwest towards Torrance Creek Swamp and Gordon Street, respectively.*
4. *The estimated velocity of groundwater flowing through the overburden beneath the Site towards Torrance Creek Swamp is calculated to be approximately 0.23 m/year (i.e., one meter every 4.3 years). Groundwater flow towards Gordon Street is estimated to move at a velocity of approximately 0.52 m/year (i.e., one meter every 1.9 years).*
5. *Neutral to upward vertical hydraulic gradients consistently occur beneath the area of the Torrance Creek Swamp that is located approximately 75 m to the northeast of the Site, although noting that the vertical hydraulic gradient is observed to switch downward over the year. Overall, vertical hydraulic gradients beneath this wetland ranged from -0.06 to 0.17, indicating that the wetland functions as both a groundwater recharge and discharge feature. However, the potential volume of groundwater discharging to the Torrance Creek Swamp during those periods where discharge conditions are present is expected to be minimal, given that groundwater moves at a very slow rate through the overburden deposits (i.e., one meter every 4.3 years).*
6. *Vertical hydraulic conductivities for the sandy silt till range from  $5.6 \times 10^{-8}$  to  $1.6 \times 10^{-10}$  m/s at depths ranging from 5.0 m to 15.1 m BGS throughout the Site. However, results of infiltration testing completed in the areas of the Site where the East and South Infiltration Trenches will be constructed had vertical hydraulic conductivities ranging from  $3.9 \times 10^{-5}$  m/s to  $1.8 \times 10^{-7}$  m/s (i.e., from depths of 0.5 to 3.6 m BGS). Based on these values, the calculated infiltration rates for the previously mentioned deposits can range from as low as 5 mm/hour to an upper value of 123 mm/hour at the Site.*
7. *Groundwater beneath the Site is classified as calcium-bicarbonate type water. No tested parameters having health-related ODWQS were detected above their applicable standards. The ODWQS for hardness was exceeded in samples collected at all wells. The presence of elevated hardness concentrations is typical of groundwater in southern Ontario.*
8. *The proposed development footprint for the Site is located within the WHPA-C for the Burke Municipal Well. Subsequently, as per the Source Protection Plan, the Site is only subject to the protection policies specified under Significant Drinking Water Threat Policy Category 16 (DNAPLs). Since the planned use for the Site does not involve the onsite handling and storage of a DNAPL, the policies under Category 16 do not apply to the development.*
9. *Tricar is proposing to construct an infiltration facility (i.e., East Infiltration Trench) within the portion of the Site that lies within the Torrance Creek Subwatershed. Water balance calculations indicate that the proposed development of the Site will reduce infiltration volumes to the Torrance Creek Subwatershed by 279 m<sup>3</sup>/year. However, calculations indicate that the East Infiltration Trench as currently designed will maintain to enhance pre-development infiltration volumes to this subwatershed under the post-development condition.*
10. *The maximum groundwater mounding predicted to occur beneath the center of the East Infiltration Trench after a 25 mm event is 0.6 m, equating to an elevation of 339.8 m AMSL based on the seasonally high groundwater elevation. Although storm event induced mounding will temporarily*

raise groundwater elevations beneath the foundation of Building 2, the magnitude of this mounding is not expected to exceed more than 0.1 m. Stantec notes that this building foundation (as with all onsite building foundations) will be constructed as a watertight structure (sealed with a water impermeable membrane), with the floor slab designed to structurally resist the hydrostatic pressure exerted by the groundwater.

11. *Tricar is proposing to construct an infiltration facility (i.e., South Infiltration Trench) within the portion of the Site that lies within the Upper Hanlon Creek Subwatershed. Water balance calculations indicate that the proposed development of the Site will reduce infiltration volumes to the Upper Hanlon Creek Subwatershed by 2,000 m<sup>3</sup>/year. However, calculations indicate that the South Infiltration Trench as currently designed will maintain to enhance pre-development infiltration volumes to the subwatershed under the post-development condition.*
12. *The maximum groundwater mounding predicted to occur beneath the center of the South Infiltration Trench after a 25 mm event is 1.1 m, equating to an elevation of 340.1 m AMSL based on the seasonally high groundwater elevation. The rise in the groundwater table does not exceed 0.1 m beyond 30 m from the trench center point after a 25 mm storm event. This groundwater storm event induced mounding will temporarily raise groundwater elevations beneath the underground parking area of the development by 0.7 m along southern limits of this structure, with the mound disappearing once reaching the underside of Building 2.*
13. *The predicted groundwater mounds for the East and South Infiltration Trenches are not expected to intercept the residential buildings located on surrounding properties.*
14. *Groundwater mounding predicted to occur beneath the East Infiltration Trench will not intercept the Torrance Creek Swamp, which is located approximately 75 m to the northeast from where the groundwater mounding effects cease. As such, there is no opportunity for the groundwater mounding to potentially reverse vertical hydraulic gradients beneath this wetland (i.e., reversing from a groundwater discharge to recharge function).*
15. *The steady-state groundwater pumping rate for construction dewatering activities is predicted to be 37,700 L/day. Higher dewatering rates could be realized at the start of construction and during storm / snowmelt events. A design dewatering rate of 399,350 L/day reflects a factor of safety to provide an adequate dewatering volume to account for wet weather events and potential basal groundwater seepage into the excavation. Consequently, an MECP EASR will be required to complete construction dewatering activities, given that pumped volumes will exceed 50,000 L/day and remain below 400,000 L/day. Based on the volumes predicted and the type of material (dense till), groundwater dewatering is expected to be handled using conventional pumping methods (i.e., standard sump pumps).*
16. *The proposed underground parking area associated with the development will be constructed with a waterproof base and, as such, no permanent drainage system / dewatering is planned for this structure.*
17. *According to the dewatering calculations, the predicted maximum horizontal distance that the pumping zone of influence will extend is 64 m outward from the active zone of dewatering (Figure 18). This predicted dewatering radius of influence will not intercept the Torrance Creek Swamp to*

*the northeast or Hanlon Creek Swamp to the southwest of the Site and, consequently, not interfere with the hydrogeological function of these wetlands.”*

### **5.11 Environmental Impact Study**

The Environmental Impact Study prepared by Stantec dated August 30, 2021 concluded that;

*“The City’s OP permits development on lands adjacent to Significant Natural Areas or within Natural Areas if an EIS can demonstrate no negative impacts on the features or on their associated ecological functions. Grading is not proposed within the 10 m buffer adjacent to the significant woodland boundary and at the time of this report, tree plantings have been undertaken in the buffer in accordance with requirements of Section 23.7 of Ontario Regulation 242/08 of the*

*ESA. Eighty seedlings (40 butternut and 40 companion trees) have been planted which will be supplemented with additional plantings to be detailed in an updated Landscape Plan submitted as part of the EIR. The concept plan is developed to maintain the ecological function of the buffer, attenuation of noise, air, and visual influences on the feature and is consistent with the buffer guideline of the OP. No negative impacts are anticipated from the development with the implementation of the avoidance and mitigation recommendations include in the original EIS and this addendum (e.g., dripline and root zone avoidance, fencing, monitoring). Therefore, the proposed development is in compliance with the policies of the OP. The buffers inclusion in the apartment block zoning will have no negative impacts to the natural heritage features given the aforementioned concept plan, established land use and plantings, and additional initiatives that will be implemented and subject to conditions of Site Plan Approval. Minimum setbacks required in the OP have been respected by the proposed development (i.e., 30 to PSW, 10 to significant woodland).*

*Potential impacts of the proposed development and associated mitigation measures were detailed in the previously submitted EIS. This Addendum detailed grading, lighting, and hydrologic impacts to the wetland and mitigation measures such that no negative impacts on the NHS are anticipated as a result of the proposed development. This is in accordance with the PPS, City of Guelph OP, and GRCA policies.”*

### **5.12 Phase 1 Environmental Site Assessment**

The Phase 1 Environmental Site Assessment prepared by XCG Consulting Limited dated July 5, 2021 concluded that;

*“XCG Consulting Limited (XCG) conducted a Phase I Environmental Site Assessment (ESA) at the five properties municipally addressed as 9 Valley Road, and 1242, 1250, 1260, and 1270 Gordon Street in Guelph, Ontario (collectively referred to as the subject property or site).*

*The Phase I ESA was conducted in general accordance with Canadian Standards Association (CSA) Standard Z768-01 (Phase I Standard) for conducting ESAs. The Phase I ESA included a review of historical records, a subject site visit, interviews with persons knowledgeable of historic and current subject site operations, document reviews, and inquiries with regulatory agencies.*

*Based on the results of the Phase I ESA, including the site visit, information provided by persons knowledgeable of the subject property, records reviewed, the historical review of the subject property, and pending receipt and review of additional information as identified herein, no actual or potential sources of significant contamination were identified to be associated with the subject site.”*

A Reliance Letter dated July 6, 2021 has been provided to the Guelph City Engineer by XCG Consulting Limited.

## **6. Conclusion**

This Planning Report has been prepared in support of Official Plan Amendment, Zoning Amendment OZS20-004 and Draft Plan of Subdivision 23T-20001 applications for the site municipally addressed as 1242-1270 Gordon Street and 9 Valley Road, City Guelph. The proposal is consistent with the Provincial Policy Statement and in conformity with the Growth Plan, is in conformity with the general intent of the Official Plan and in my professional opinion represents good planning.

This Planning Report has been prepared and respectfully submitted by,

[Original Signed and Sealed]

August 31, 2021

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Astrid Clos, MCIP, RPP

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Date