

# STAFF REPORT



TO City Council

SERVICE AREA Infrastructure, Development and Enterprise

DATE December 8, 2014

**SUBJECT Decision Report  
78 Starwood Drive - Proposed Zoning By-law Amendment  
(File: ZC1315)  
Ward 1**

REPORT NUMBER 14-63

## EXECUTIVE SUMMARY

### PURPOSE OF REPORT

This report provides a staff recommendation to approve a Zoning By-law Amendment to permit the development of approximately 405 residential apartment units within five (5) buildings, including ground level commercial uses along Starwood Drive.

### KEY FINDINGS

Planning staff support the proposed rezoning subject to the regulations and conditions in Attachment 2.

### FINANCIAL IMPLICATIONS

Estimated Development Charges: \$6,728,480 (Based on 2014 DC Rates)

Estimated Annual Taxes Once Developed: \$1,011,588 (based on 405 residential apartment units and 930 square metres of commercial floor space) (based on 2014 Tax Rates)

### ACTION REQUIRED

Council is being asked to approve the Zoning By-law Amendment for the subject lands.

## RECOMMENDATION

1. That the application by Coletara Development for approval of a Zoning By-law Amendment from the B.1 (Industrial) Zone and UR (Urban Reserve) Zone to the R.4B-? (Specialized High Density Residential) Zone, R.4B-? (H) (Specialized High Density Residential) Holding Zone, and R.1D (H) (Single Detached Residential) Holding Zone to permit the development of approximately 405 residential apartment units and ground level commercial uses along Starwood Drive in five (5) buildings at the property municipally known as 78 Starwood Drive and legally described as Part of Lots 4 and 5, Concession 3, Division C, Township of

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Guelph, Being Parts 11 and 14, 61R-7989, City of Guelph, be approved in accordance with the zoning regulations and conditions outlined in Attachment 2 of Infrastructure, Development and Enterprise Report 14-63 dated December 8, 2014.

2. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 78 Starwood Drive.

## **BACKGROUND**

An application for a Zoning By-law Amendment (ZC1315) has been received for the property municipally known as 78 Starwood Drive from Coletara Development. The application would permit the development of approximately 405 condominium apartment units and approximately 930 square metres of ground level commercial space along Starwood Drive. The development is proposed within five (5) separate buildings and phases.

The application was deemed complete on December 9, 2013. The statutory Public Meeting was held on March 17, 2014. Report 14-14 from Planning, Building, Engineering and Environment provided background information related to the proposed Zoning By-law amendment application.

It is noted that the applicant's request for an Official Plan Amendment in the original application presented at the March 17, 2014 Public Meeting is no longer required. This Official Plan Amendment application was initially requested to add a site specific policy to the Official Plan to increase the permitted maximum residential density from 150 units per hectare to 155 units per hectare for the subject property. However, through the review of this application it was determined that this minimal increase in the permitted residential density would not be required to accommodate the applicant's development proposal. The proposed zoning by-law amendment application conforms to the Official Plan's maximum residential density of 150 units per hectare within the Mixed Use Node. When considering the combined land use designations on the subject site (Mixed Use Node and General Residential), the residential density proposed on the subject site does not exceed the permissions in the Official Plan.

## **Location**

The subject lands are vacant and consist of 2.71 hectares located at the southwest corner of Watson Parkway North and Starwood Drive. Surrounding land uses include:

- the Guelph East Side Branch Public Library and existing single detached dwellings to the north;
- a zoned Community Commercial site to the east; and
- wetland and woodland natural features to the south and west.



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Lands abutting the subject site to the south and west are subject to two separate draft plan of subdivision applications (Files 23T-12501 and 23T-12502) and have been coordinated with the current development application on the subject site. These separate draft plan of subdivision applications are illustrated in Attachment 9.

## **Existing Official Plan Designations**

The subject lands are designated "General Residential" and "Mixed Use Node" in Schedule 1 of the Official Plan (see Attachment 3).

The "General Residential" land use designation permits all forms of residential development, including multiple unit residential buildings subject to the satisfaction of specific development criteria. The Official Plan land use designations and related policies are included in Attachment 3.

The "Mixed Use Node" land use designation is intended for higher density mixed uses including residential and employment uses, as well as a wide range of retail, service, entertainment, recreational commercial uses that serve the local and wider community. High density multiple unit residential development and apartments are permitted within the "Mixed Use Node" designation at a maximum net density of 150 units per hectare.

Official Plan Amendment 42, the City's new Natural Heritage System, identifies portions of the Clythe Creek Provincially Significant Wetland (PSW) Complex as 'Significant Natural Areas' adjacent to the subject site. There are also cultural woodlands identified along the westerly edge of the site as "Natural Areas".

Official Plan Amendment 48 (under appeal), a comprehensive update to the City's Official Plan, designates the subject site "Community Mixed Use Centre" and "Low Density Greenfield Residential". The "Community Mixed Use Centre" designation is intended to support a mix of uses including concentrations of commercial, residential and complementary uses serving the immediate neighbourhood and the wider community. The "Low Density Greenfield Residential" designation permits residential development at a density between 20 to 60 units per hectare. Although the application is being processed under the 2001 Official Plan, staff must have regard to the Council adopted policies and designations of OPA 42 and OPA 48. The land use designations contained in Official Plan Amendments 42 and 48 are included in Attachment 4.

## **Existing Zoning**

The subject lands are currently zoned B.1 (Industrial) Zone and UR (Urban Reserve) Zone. Attachment 5 illustrates the existing zoning of the site and surrounding area.



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### Description of Proposed Zoning By-law Amendment

The applicant is requesting to rezone the subject site from the current B.1 (Industrial) Zone and UR (Urban Reserve) Zone to the R.4B-? (Specialized High Density Residential) Zone, R.4B-? (H) (Specialized High Density Residential) Holding Zone, and R.1D (H) (Single Detached Residential) to permit the development of approximately 405 residential apartment units and ground level commercial uses along Starwood Drive in five (5) buildings.

The proposed zoning concept and the details of the specialized zoning regulations are provided in Attachment 6.

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

A number of specialized zoning regulations are being requested in association with the proposed R.4B-? Zone. These modifications to the uses and regulations of the standard R.4B Zone are intended to address specific and distinct details of the development proposal, including zoning regulations to address the mixed use buildings, as well as to implement specific urban design objectives.

#### R.4B-? (H) (Specialized High Density Residential) Holding Zone

A Holding (H) Zone is being recommended for a small portion at the southern end of the subject site in association with the requested R.4B-? Zone (see Attachment 6). The purpose of the Holding Zone is to ensure that development within this narrow triangular area is coordinated properly with the adjacent apartment block proposed on the abutting lands at 37 Cityview Drive within Draft Plan 23T-12502 (see Attachment 9). Development proposed within the R.4B-? (H) Zone would not occur prior to the Holding Zone provisions outlined in Attachment 6 being satisfied, which requires the sufficient assembly of lands to ensure orderly development occurs in conjunction with abutting lands.

#### R.1D (H) (Single Detached Residential) Holding Zone

The small triangular portion of land at the northwesterly corner of the subject site (approximately 930 square metres) that was originally proposed to be rezoned from the UR (Urban Reserve) Zone to the R.1D (Single Detached Residential) Zone at the March 17, 2014 Public Meeting is now being recommended to be rezoned to a R.1D (H) Zone. The application of the Holding (H) Zone provisions is to ensure coordination of development with the adjacent subdivision application at 55 Cityview Drive North (23T-12501). This adjacent plan, as illustrated in Attachment 9, has been revised to provide a public street connection to Starwood Drive that would also traverse this small portion of the subject lands. Development within the proposed R.1D (H) Zone would not occur prior to the Holding Zone provisions that require the proper road extension and connection to Starwood Drive being established.

### Proposed Development Concept

The portion of the subject property that is proposed for high density residential use includes approximately 405 residential units, generally in a mid-rise development



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form. A total of 5 buildings are proposed within 5 phases of development (see Development Concept and Building Elevations in Attachment 7). Four (4) buildings are proposed at a height of 4 storeys, with the building at the corner of Starwood Drive and Watson Parkway (Phase 5) proposed at an increased height of 6-8 storeys. This Phase 5 building may also include residential units geared to a retirement market.

Active ground floor commercial uses are proposed along Starwood Drive through the inclusion of ground level commercial uses within the Phase 5 corner building and with ground level live/work units included within the Phase 2 building facing Starwood Drive. Resident common amenity areas are provided in a central building that faces the natural area to the west.

A total of three vehicular access points are proposed to existing municipal roads, two on Starwood Drive and one on Watson Parkway. A combination of underground and surface parking is proposed in association with the proposed development. A total of 414 parking spaces are included within the current development concept in Attachment 7. However, the proposed zoning recognizes that an increase in parking requirements would be necessary in the event the proposed development does not include retirement residential units.

## **Staff Review/Planning Analysis**

The staff review and planning analysis for this application is provided in Attachment 8. The analysis addresses all relevant planning considerations, including the issues that were raised by Council and the public at the statutory Public Meeting held March 17, 2014 and other issues raised through review of the application. The issues generally include:

- Evaluation of the proposal against the 2014 Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe;
- Evaluate how the application conforms to the applicable Official Plan land use designations and policies, including any related amendments;
- Review of the proposed zoning, including specialized regulations requested;
- Urban design review;
- Review of servicing, traffic and parking;
- Review of the proposed development in coordination with adjacent development proposals, including provision of public road and trail connections;
- Environmental review; and
- Confirm support for the Community Energy Initiative.

## **Planning Staff Recommendation**

Planning staff are satisfied that the Zoning By-law Amendment application is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*. In addition, the application to amend the Zoning By-law conforms to the objectives and policies of the Official Plan. The revisions made to the application are considered minor and therefore staff recommend that no

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further public notice is required in accordance with Section 34(17) of the *Planning Act*. Planning staff are recommending that Council approve the Zoning By-law Amendment subject to the conditions and regulations outlined in Attachment 2.

## **CORPORATE STRATEGIC PLAN**

**Strategic Direction 3.1:** Ensure a well-designed, safe, inclusive, appealing and sustainable City.

## **DEPARTMENTAL CONSULTATION**

The public agency and comments received from City departments during the review of the application are summarized on Attachment 12.

## **COMMUNICATIONS**

Key dates for the public process regarding this planning application are included in Attachment 13. At the March 17, 2014 Public Meeting, City Council provided direction to expand the 120 metre circulation area surrounding the subject property for the purpose of increasing public notification of this application. In response, staff sent the public notice with details of the application to additional residents within an expanded Keating Street boundary to the north and west of the subject site. No public comments from this expanded public notification were received.

## **ATTACHMENTS**

- Attachment 1 – Location Map
- Attachment 2 – Recommended Zoning Regulations and Conditions
- Attachment 3 – Existing Official Plan Land Use Designations and Policies
- Attachment 4 – Official Plan Amendment 42 and 48 Land Use Designations
- Attachment 5 – Existing Zoning
- Attachment 6 – Proposed Zoning and Details
- Attachment 7 – Conceptual Development Plan and Proposed Building Elevations
- Attachment 8 – Planning Analysis
- Attachment 9 – Adjacent Draft Plan of Subdivisions (55 Cityview Drive and 37 Cityview Drive)
- Attachment 10 – Urban Design Concept Illustrative Diagram for Watson/Starwood Mixed Use Node
- Attachment 11 – Community Energy Initiative Letter of Commitment
- Attachment 12 – Agency and Public Comments Summary
- Attachment 13 – Public Notification Summary

### **Report Author**

Chris DeVriendt  
Senior Development Planner

### **Approved By**

Sylvia Kirkwood  
Manager of Development Planning



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**Approved By**

Todd Salter  
General Manager  
Planning Services  
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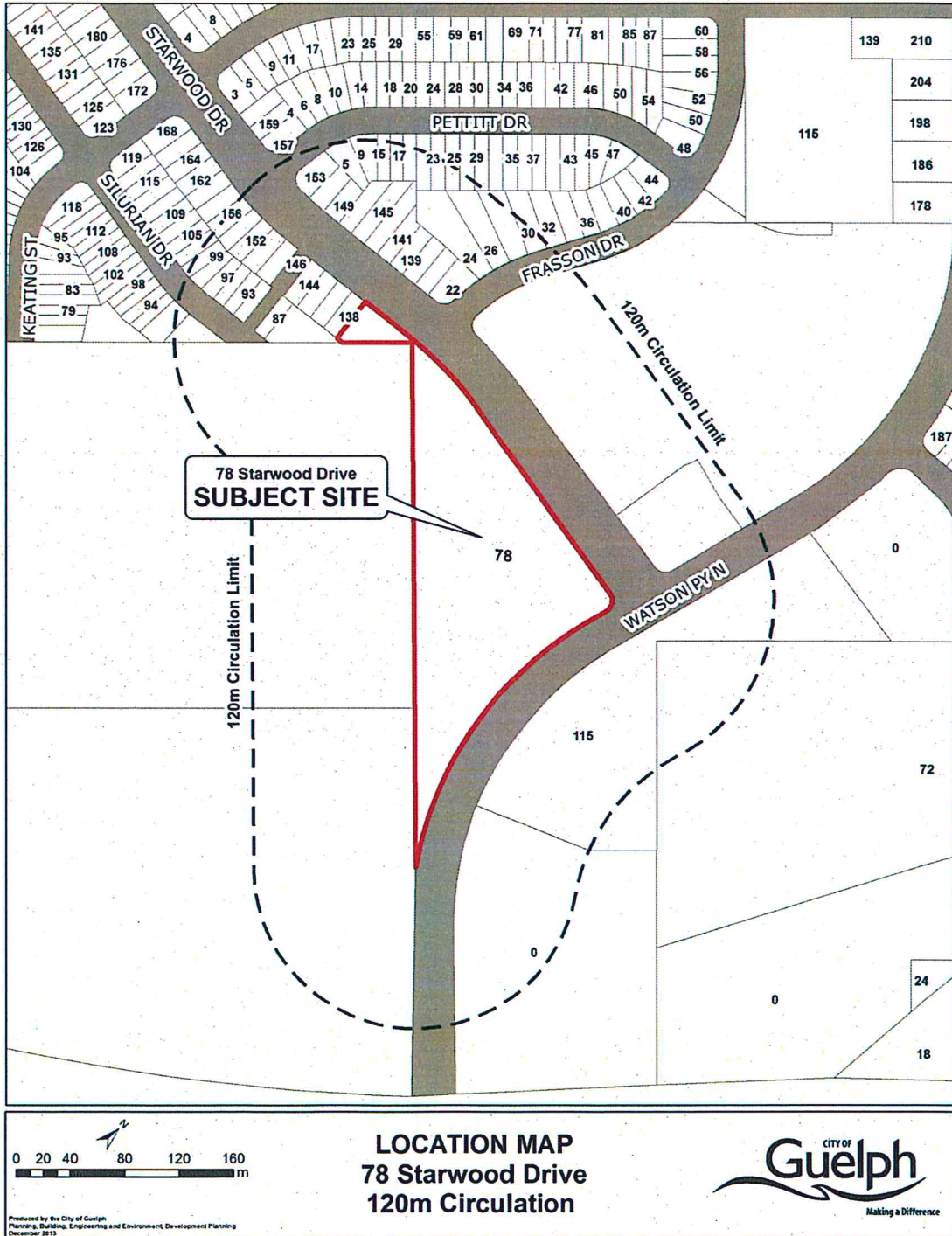
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**Recommended By**

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## ATTACHMENT 1 Location Map





## ATTACHMENT 2 Recommended Zoning Regulations and Conditions

The property affected by the Zoning By-law Amendment application is municipally known as 78 Starwood Drive and legally described as Part of Lots 4 and 5, Concession 3, Division C, Township of Guelph, Being Parts 11 and 14, 61R-7989, City of Guelph.

### **PROPOSED ZONING**

The following zoning is proposed for 78 Starwood Drive:

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

#### **Permitted Uses**

In accordance with Section 5.4.1.2, with the following additions:

- Retirement Residential Facility to a maximum of 150 units
- Live/Work Units
- Office
- Medical office
- Retail establishment
- Artist studio
- Gallery
- Personal service establishment
- Convenience store
- Restaurant
- Restaurant (take-out)
- Dry cleaning outlet

The following non-residential uses shall be permitted within a Live-Work Unit in addition to a dwelling unit:

- Art gallery
- Artisan studio
- Financial establishment
- Personal service establishment
- Retail establishment
- Dry cleaning outlet
- Florist
- Medical office (maximum of 1 practitioner)
- Office
- Commercial School

For the purpose of the R.4B-? Zone, the following definitions shall apply:

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A "Live/Work Unit" shall mean a dwelling unit within a building, in which the portion of the unit at grade level may be used as a business establishment and whereby each "live" and "work" component within the dwelling unit has an independent entrance from the outside.

A "Street Entrance" shall mean the principal entrance to a business which shall be located in a part of the building facing a public street that is at or within 0.2 metres above or below grade.

## **Regulations**

In accordance with Section 4 (General Provisions) and Section 5.4.2 and Table 5.4.2 (Residential Apartment R.4 Zone Regulations) with the following additions and exceptions:

### Minimum Density

- 100 units per hectare

### Maximum Density

- 150 units per hectare
- Notwithstanding the permitted maximum density, retirement residential units developed within this zone are permitted to exceed the maximum density to a maximum of 160 units per hectare.

### Building Setbacks from Starwood Drive

Minimum - 0.6 metres

Maximum - 5 metres

### Building Setbacks from Watson Parkway North

Minimum - 0.6 metres

Maximum - 10 metres, with a portion of any building to be located at a setback between 0.6 metres and 5 metres

### Minimum Side Yard

0 metres to address interior side yard setbacks created by the phasing of development

### Off-street Parking

- 1.17 spaces per unit (including all non-residential units)
- 0.59 spaces per unit for retirement residential units

### Minimum Building Height

4 storeys, except for the portion of the site shown as Area 'A' in Illustration 1 below (*within 50 metres of the intersecting street line projections on Starwood Drive and Watson Parkway North*), where the minimum building height shall be 6 storeys.



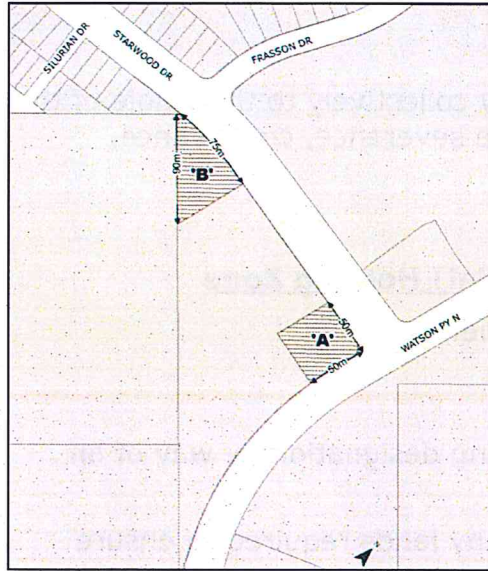
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## Maximum Building Height

10 storeys, except for the portion of the site shown as Area 'B' in Illustration 1 below, where the maximum building height shall be 4 storeys.

Buildings taller than eight storeys shall have a minimum main wall stepback of 3 metres above the eighth storey.

## Illustration 1



## Floor Space Index (FSI)

2.5

## Location of Parking Areas

- Parking areas shall be permitted within 2 metres of a lot line
- No parking areas shall be located between a building façade and Starwood Drive or Watson Parkway North
- Underground parking spaces shall be permitted within 0.6 metre of a lot line

## Minimum Landscaped Open Space

20% of the lot area

## Minimum Common Amenity Area

11 square metres per unit

## Regulations for Non-Residential Uses

- Buildings fronting on Starwood Drive within 120 metres of the intersecting street line projections at Starwood Drive and Watson Parkway North shall contain ground level non-residential uses.

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- Buildings fronting on Starwood Drive within 50 metres of the intersecting street line projections at Starwood Drive and Watson Parkway North shall incorporate ground level commercial uses along Starwood Drive, exclusive of live/work units.
- Street Entrances to non-residential units shall be located facing Starwood Drive
- The first storey of non-residential uses shall have a minimum ceiling height of 3.5 metres above grade

## Severability Provision

The provisions of this By-law shall continue to apply collectively to the whole of the subject lands in the R.4B-? Zone, despite any future severance, conveyance, dedication, partition or division for any purpose.

## **R.4B-? (H) (Specialized High Density Residential) Holding Zone**

In accordance with the provisions of the R.4B-? Zone.

### H (Holding) Provisions

The Holding symbol shall be removed from the zoning designation by way of an amending zoning by-law following:

- The necessary assembly or consolidation of any lands required to ensure orderly development and satisfactory driveway access in association with abutting developable lands with frontage on Watson Parkway North.

## **R.1D (H) (Single Detached Residential) Holding Zone**

In accordance with the provisions of the R.1D Zone.

### H (Holding) Provisions

The Holding symbol shall be removed from the zoning designation by way of an amending zoning by-law when the following has been completed to the satisfaction of the City:

- Make the necessary arrangements for the provision of a public road extension to connect with Starwood Drive.
- Consideration of a walkway block to provide a public connection from Starwood Drive to the proposed trail system within abutting open space lands.
- Sufficient assembly or consolidation of required abutting lands to facilitate orderly development and the future severance of lands to permit the development of full residential lots fronting on Starwood Drive in accordance with the zoning by-law.



## PROPOSED CONDITIONS

The following conditions are provided as information to Council and will be imposed through site plan approval:

1. The Owner shall submit to the City, in accordance with Section 41 of *The Planning Act*, a fully detailed site plan(s), indicating the location of buildings, landscaping, parking, circulation, access, lighting, grading and drainage on the said lands to the satisfaction of the General Manager of Planning Services and the City Engineer, prior to Site Plan approval, and furthermore the Owner agrees to develop the said lands in accordance with the approved plan.
  - a) Further, the Owner commits and agrees that the details of the layout, elevations and design for development of the subject lands shall be in general accordance and conformity with the conceptual development plan attached as Attachment 7 to the December 8, 2014 Planning, Building, Engineering and Environment Report Number 14-63.
  - b) Further, the Owner shall implement the recommendations of the Urban Design Brief, dated June 25, 2014, by MSAi, as updated in consultation with City staff, to the satisfaction of the General Manager of Planning Services.
2. Prior to the issuance of site plan approval, the Owner shall provide the City with written confirmation that development of the subject site will be to a standard that implements energy efficiency in order to support the Community Energy Initiative to the satisfaction of the General Manager of Planning Services in accordance with the letter attached as Attachment 11 to Report 14-63 from Planning, Building, Engineering and Environment dated December 8, 2014.
3. Prior to the issuance of site plan approval, the Owner shall submit a Phase 1 Environmental Site Assessment in accordance with the Record of Site Condition regulation (O. Reg. 153/04 as amended), describing the current conditions of the property known municipally as 78 Starwood Drive to the satisfaction of the City. If contamination is found, the consultant will determine its nature and the requirements for its removal and disposal at the Owner's expense.
4. Prior to issuance of a building permit for the property, the Owner shall complete the following:
  - a. file a Record of Site Condition (RSC) on the Ministry of the Environment (MOE) Environmental Site Registry for the property

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- including certification by a Qualified Person as defined by O.Reg. 153/04 that the environmental condition of the property meets the appropriate MOE Site Condition Standards for the intended land use; and,
- b. Submit the MOE acknowledgment letter for the RSC to the satisfaction of the City.
5. Prior to site plan approval and prior to any construction or grading on the lands, the Owner shall provide to the City, to the satisfaction of the General Manager/City Engineer, any of the following studies, plans and reports that may be requested by the General Manager/City Engineer:
- a) a traffic impact and operations report;
  - b) a functional servicing report;
  - c) a stormwater management report and plans certified by a Professional Engineer in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment's "Stormwater Management Practices Planning and Design Manual" which addresses the quantity and quality of stormwater discharge from the site together with a monitoring and maintenance program for the stormwater management facility to be submitted;
  - d) a geotechnical report certified by a Professional Engineer that analysis the permeability and hydraulic conductivity of the soils and recommends measures to ensure that they are not diminished by the construction and development;
  - e) a grading, drainage and servicing plan prepared by a Professional Engineer for the site; and
  - f) a detailed erosion and sediment control plan, certified by a Professional Engineer that indicates the means whereby erosion will be minimized and sediment maintained on-site throughout grading and construction.
6. The Owner shall, to the satisfaction of the General Manager/City Engineer, address and be responsible for adhering to all the recommended measures contained in the plans, studies and reports outlined in subsections 5 a) to 4 f) inclusive.
7. The Owner shall pay its share, in accordance with the City's cost-sharing policies and to the satisfaction of the General Manager/City Engineer, of the actual cost of the following works:
- a) removal of the existing road medians on Starwood Drive between Frasson Drive and Watson Parkway and on Watson Parkway to promote connectivity and pedestrian/cyclist movement;
  - b) on-street parking, on-street cycling facilities, bus pads, street trees and other pedestrian facilities;



c) any turning lanes required at the site accesses.

Furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Owner shall pay to the City, the City's estimate of the Owner's share of the cost of the above noted works.

8. The Owner shall be responsible for the actual cost of any service laterals required for the lands and furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Owner shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of any service laterals.
9. The Owner shall pay the actual cost of removing or decommissioning to the satisfaction of the General Manager/City Engineer, any existing sanitary sewers, storm sewers, manholes and/or watermains to the lands that are not going to be used for service laterals. Furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Owner shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the Owner's share of the cost of the removals and decommissioning works.
10. The Owner shall pay to the City the actual cost of the construction of the new driveway entrances and required curb cuts. Furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Owner shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the construction of the new driveway entrances and required curb cuts.
11. The Owner shall provide a 15.0-metre radius at the intersection of Starwood Drive and Watson Parkway North as part of the development, prior to site plan approval and prior to any construction or grading on the lands.
12. The Owner shall prepare and implement a construction traffic access and control plan for all servicing and building construction to the satisfaction of the General Manager/City Engineer. Any costs related to the implementation of such a plan shall be borne by the Owner.
13. That the Owner constructs, installs and maintains erosion and sediment control facilities, satisfactory to the General Manager/City Engineer, prior to any grading or construction on the lands in accordance with a plan that has been submitted to and approved by the General Manager/City Engineer.
14. The Owner shall provide a qualified environmental inspector, satisfactory to the General Manager of Planning Services and the General

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Manager/City Engineer, to inspect the site during all phases of development and construction including grading, servicing and building construction. The environmental inspector shall monitor and inspect the erosion and sediment control measures and procedures, and compliance with the Environment Impact Study on a weekly or more frequent basis if required. The environmental inspector shall report on his or her findings to the City on a monthly or more frequent basis.

15. That the Owner constructs the new buildings at such an elevation that the lowest level of the new buildings can be serviced with a gravity connection to the sanitary sewer.
16. That the Owner grades, develops and maintains the site including the storm water management facilities designed by a Professional Engineer, in accordance with a Site Plan that has been submitted to and approved by the General Manager/City Engineer. Furthermore the Owner shall have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system and that the storm water management system was built as it was approved by the City and that it is functioning properly.
17. That the Owner will ensure that all boreholes and monitoring wells installed for hydrogeological or geotechnical investigations are properly decommissioned in accordance with current Ministry of the Environment regulations (O.Reg. 903 as amended) and to the satisfaction of the General Manager/City Engineer, prior to site plan approval and prior to any construction or grading on the lands.
18. The Owner acknowledges that the City does not allow retaining walls higher than 1.0-metre abutting existing residential properties without the permission of the General Manager/City Engineer.
19. The Owner shall pay to the City the cost of installing bus stop pads at locations to be determined by Guelph Transit.
20. That all electrical services to the lands are underground and the Owner shall make satisfactory arrangements with Guelph Hydro Electric Systems Inc. for the servicing of the lands, as well as provisions for any easements and/or rights-of-way for their plants, prior to site plan approval and prior to any construction or grading on the lands.
21. That the Owner makes satisfactory arrangements with Union Gas for the servicing of the lands, as well as provisions for any easements and/or rights-of-way for their plants, prior to site plan approval and prior to any construction or grading on the lands.



22. The Owner shall ensure that all telephone service and cable TV service on the Lands shall be underground. The Owner shall enter into a servicing agreement with the appropriate service providers for the installation of underground utility services for the Lands, prior to site plan approval and prior to any construction or grading on the lands.
23. Prior to site plan approval, grading or tree removal, the Owner shall:
  - a. complete an Environmental Implementation Report (EIR) to the satisfaction of the General Manager of Planning. The EIR will provide details with respect to stormwater management and refined wetland water balance, including details on the proposed 60 m infiltration trench, tree management, permanent fencing, naturalization and landscaping, education and stewardship, trails and a salt management plan as well as any other recommendations from the Scoped Environmental Impact Study dated May 2014. As well the EIR will be based on an approved Terms of Reference and will include grading, drainage and erosion and sediment control plans, baseline data to inform the effectiveness monitoring program and will address the Environmental Advisory Committee motion from July 16, 2014 to the satisfaction of the General Manager of Planning.
  - b. complete a Tree Inventory, Preservation and Compensation Plan, satisfactory to the General Manager of Planning Services and in accordance with the City of Guelph Bylaw (2010)-19058 prior to any grading, tree removal or construction on the site.
  - c. undertake a post-development monitoring program as detailed in the Environmental Implementation Report to the satisfaction of the General Manager of Planning. The Owner shall provide the City with a letter of credit to cover the City approved cost estimate for the post-development monitoring program to the satisfaction of the General Manager of Planning.
24. Prior to the issuance of site plan approval, written confirmation shall be received from the General Manager of Solid Waste Resources or his or her designate that the proposed development is in conformance with By-law (2011)-19199, known as the Waste Management By-law.
25. Prior to the issuance of site plan approval for the lands, the owner shall pay to the City, the City's total cost of reproduction and distribution of the Guelph Residents' Environmental Handbook, to all future households within the project, with such payment based on a cost of one handbook per residential household, as determined by the City.
26. The Owner shall pay to the City, as determined applicable by the Chief Financial Officer/City Treasurer, development charges and education

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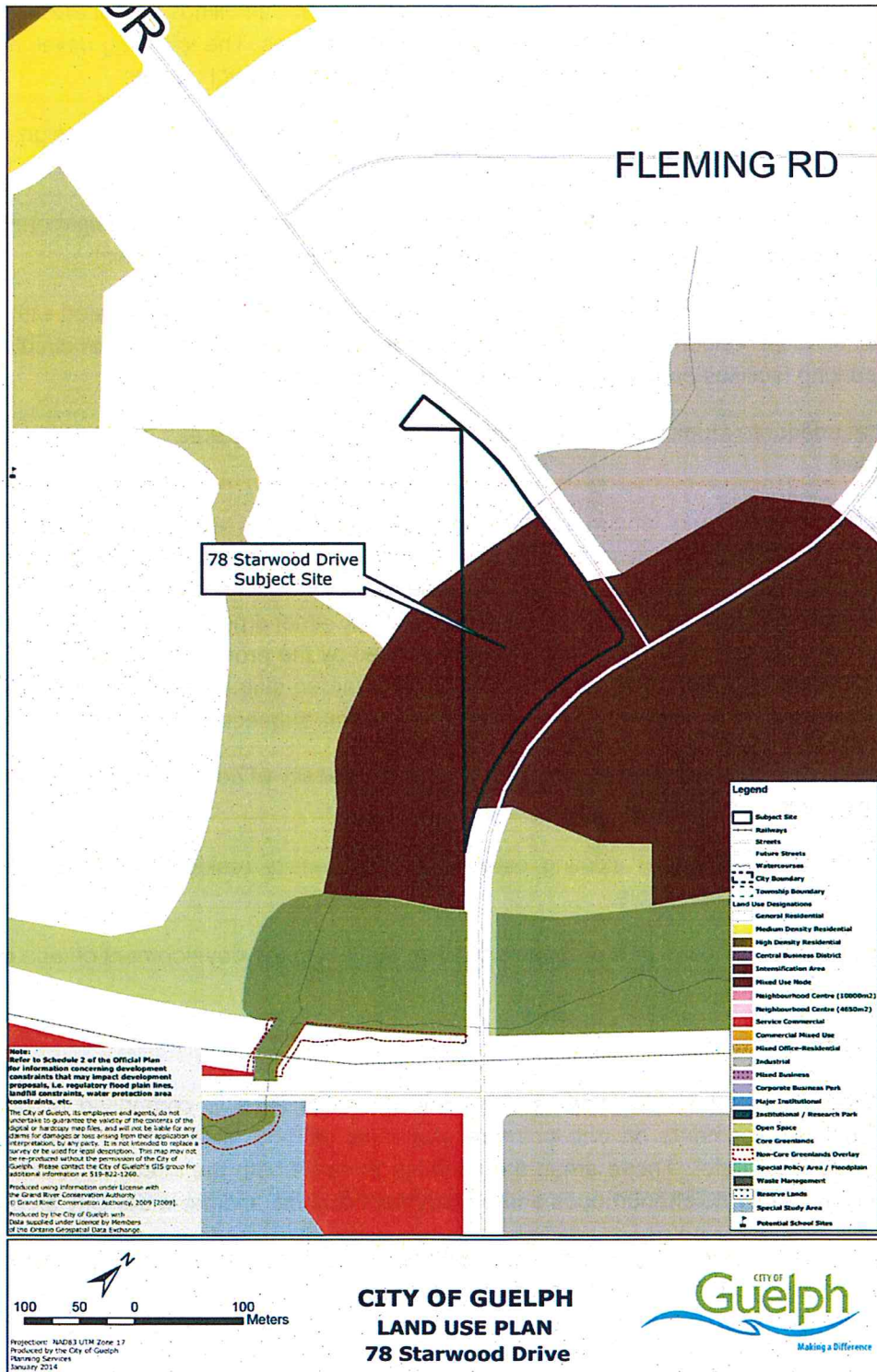


development charges, in accordance with the City of Guelph Development Charges By-law (2009)-18729, as amended from time to time, or any successor thereof, and in accordance with the Education Development Charges By-laws of the Upper Grand District School Board (Wellington County) and the Wellington Catholic District School Board, as amended from time to time, or any successor by-laws thereof, prior to this issuance of any building permits, at the rate in effect at the time of the issuance of a building permit.

27. The Owner shall enter into an agreement with the City, registered on title, satisfactory to the City Solicitor and the General Manager/City Engineer, covering the conditions noted above.



## ATTACHMENT 3 Existing Official Plan Land Use Designations and Policies



## ATTACHMENT 3 (continued) Official Plan Policies

### 'General Residential' Land Use Designation

- 7.2.7 *Multiple unit residential buildings*, such as townhouses, row dwellings and apartments, may be permitted within designated areas permitting residential uses. The following development criteria will be used to evaluate a *development* proposal for *multiple unit* housing:
- a) That the building form, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity;
  - b) That the proposal can be adequately served by local convenience and neighbourhood shopping facilities, schools, parks and recreation facilities and public transit;
  - c) That the vehicular traffic generated from the proposal can be accommodated with minimal impact on local residential streets and intersections and, in addition, vehicular circulation, access and parking facilities can be adequately provided; and
  - d) That adequate municipal *infrastructure*, services and amenity areas for the residents can be provided.
- 7.2.31 The predominant use of land in areas designated, as 'General Residential' on Schedule 1 shall be residential. All forms of residential *development* shall be permitted in conformity with the policies of this designation. The general character of development will be low-rise housing forms. *Multiple unit residential buildings* will be permitted without amendment to this Plan, subject to the satisfaction of specific development criteria as noted by the provisions of policy 7.2.7. Residential care facilities, *lodging houses*, *coach houses* and garden suites will be permitted, subject to the development criteria as outlined in the earlier text of this subsection.
- 7.2.32 Within the 'General Residential' designation, the *net density of development* shall not exceed 100 units per hectare (40 units/acre).
- 7.2.33 The physical character of existing established low density residential neighbourhoods will be respected wherever possible.
- 7.2.35 Apartment or townhouse *infill* proposals shall be subject to the development criteria contained in policy 7.2.7.

### Mixed Use Node

- 7.4.5 The 'Mixed Use Nodes' identified on Schedule 1 in this Plan is comprised of one or several individual developments on one or more properties on both sides of an intersection of major roads within a "node". These areas are intended to serve both the needs of residents living and working in nearby neighbourhoods and employment districts and the wider City as a whole.
- 7.4.6 The intent of the 'Mixed Use Node' designation is to create a well defined focal point and to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs at one location.



Implementing zoning by-laws may include mechanisms such as minimum density requirements and maximum parking standards to promote the efficient use of the land base.

- 7.4.7 It is intended that where there are adjacent properties within the node that the lands will be integrated with one another in terms of internal access roads, entrances from public streets, access to common parking areas, grading, open space and storm water management systems. Furthermore, it is intended that individual developments within the Mixed Use Node 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.
- 7.4.8 The boundaries of the 'Mixed Use Node' designation are intended to clearly distinguish the node as a distinct entity from adjacent land use designations. Subject to the policies of Section 9.2, proposals to expand a 'Mixed Use Node' beyond these boundaries or to establish a new node shall require an Official Plan Amendment supported by impact studies as outlined in policies 7.4.48 to 7.4.52.
- 7.4.9 The 'Mixed Use Node' is intended to provide a wide range of retail, service, entertainment and recreational commercial uses as well as complementary uses including open space, institutional, cultural and educational uses, hotels, and livework studios. Medium and high density multiple unit residential development and apartments shall also be permitted in accordance with the policies of Section 7.2. Only small scale professional and medically related offices shall be permitted in this designation in order to direct major offices to the CBD, Intensification Area, Corporate Business Park and Institutional designations.
- 7.4.10 The permitted uses can be mixed vertically within a building or horizontally within multiple-unit mall buildings or may be provided in free-standing individual buildings. Where an individual development incorporates a single use building in excess of 5,575 square metres (60,000 sq. ft) of gross leasable floor area, the site shall also be designed to provide the opportunity for smaller buildings amenable to the provision of local goods and services to be located near intersections and immediately adjacent to the street line near transit facilities. These smaller buildings shall comprise a minimum of 10% of the total gross leasable floor area within the overall development.
- 7.4.11 The City will require the aesthetic character of site and building design to be consistent with the City's urban design objectives and guidelines and shall incorporate measures into the approval of Zoning By-laws and site plans used to regulate development within the 'Mixed Use Node' designation to ensure such consistency.
- 7.4.12 The 'Mixed Use Nodes' incorporate land containing existing uses as well as vacant land required to meet the identified needs of the City. In order to promote a mixture of land uses within each 'Mixed Use Node' designation it is the intent of this Plan that new retail development will be limited to the following floor area cumulatively of all buildings within the node:
- Woodlawn / Woolwich Street Node: 42,000 sq. m.
  - Paisley / Imperial Node: 42,000 sq. m.
  - Watson Parkway / Starwood Node 28,000 sq. m.
  - Gordon / Clair Node 48,500 sq. m.

- 7.4.13 No individual 'Mixed Use Node' shall have more than four (4) freestanding individual retail uses exceeding 5,575 square metres (60,000 sq. ft) of gross leasable floor area.
- 7.4.14 In accordance with Section 9.2, any proposal to exceed the retail floor area limitations within a 'Mixed Use Node' established in policy 7.4.12 or the number of large retail uses in policy 7.4.13 shall require impact studies as outlined in policies 7.4.48 to 7.4.52."

## URBAN DESIGN POLICIES FOR MIXED USE NODES

- 7.4.39 In addition to the policies of section 3.6, and any Council approved urban design guidelines, the following urban design policies will be applied to the design and review of commercial and mixed use development proposals to create distinctive, functional and high quality commercial and mixed use areas:
- 7.4.40 **Intersections:**
- 7.4.40.1 Where a commercial or mixed use area is located at the intersection of major streets the development or redevelopment of each corner property will incorporate gateway features, prominent landscaping and pedestrian amenities with linkages into the site at the intersection.
- 7.4.40.2 Emphasize intersections of major streets by placing buildings in close proximity to the intersection and ensuring that building entrances are visually accessible from that intersection.
- 7.4.40.3 Use corner building placement, massing and roof treatment in combination with landscaping to screen large buildings and parking areas located within the interior of the site from view at the intersection.
- 7.4.40.4 Corner buildings will be designed as 'signature buildings' to take into account exposure to multiple street frontages and high public visibility by incorporating elements such as increased height, roof features, building articulation, windows and high quality finishes.
- 7.4.40.5 Where a use incorporates functions such as open storage, vehicle repair operations, gas bars, garden centres and drive-throughs, these functions shall not be permitted between the building and the street line or the building and an intersection of streets.
- 7.4.40.6 Surface parking and loading areas shall not be permitted immediately adjacent the four corners of an intersection.
- 7.4.41 **Street Edges:**
- 7.4.41.1 Generously sized landscape strips incorporating combinations of landscaping, berming, and decorative fencing or walls shall be provided adjacent the street edge to provide aesthetically pleasing views into the site and to screen surface parking areas.
- 7.4.41.2 Locate free-standing buildings close to the street edge and avoid, where possible, surface parking between a building and the street. 7.4.41.3 Avoid locating outdoor storage areas along or adjacent to street edges.



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- 7.4.41.4 Buildings adjacent the street edge will be designed to take into account high public visibility by incorporating elements such as increased height, roof features, building articulation, windows and high quality finishes.
- 7.4.41.5 Buildings will be designed to screen roof-top mechanical equipment from visibility from the public realm.
- 7.4.41.6 Avoid locating outdoor storage areas, outdoor display areas or garden centres adjacent to street edges.
- 7.4.42 **Driveways, Internal Roads and Parking Areas:**
- 7.4.42.1 Main driveway entrances will be defined by landscaping on either side of the driveway and / or by landscaped medians.
- 7.4.42.2 Internal roads will be physically defined by raised landscaped planters where they intersect with parking area driveways. Internal roads will be used to divide large sites into a grid of blocks and roadways to facilitate safe vehicular movement. Internal roads will be designed to interconnect with adjacent commercial lands to create an overall cohesive and integrated node.
- 7.4.42.3 Divide large parking areas into smaller and defined sections through the use of landscaping and pedestrian walkways.
- 7.4.42.4 Provide bicycle parking in close proximity and convenient to building entrances.
- 7.4.43 **Pedestrian Movement and Comfort:**
- 7.4.43.1 Incorporate decoratively-paved, conveniently located and distinct pedestrian walkways which link to public boulevards, transit stops, trail systems, pedestrian systems in adjacent developments and which provide a continuous walkway along the frontage and between internal commercial uses.
- 7.4.43.2 Pedestrian systems shall incorporate landscaping and pedestrian scale lighting and shall be defined by distinct materials and / or grade separation from vehicular movement systems.
- 7.4.43.3 Pedestrian systems and buildings shall be designed to provide barrier-free accessibility and pedestrian movement systems shall be sufficiently wide enough to be functional and provide comfortable pedestrian movement.
- 7.4.43.4 Well defined pedestrian systems clearly distinctive from vehicular driveways shall be provided immediately adjacent to the main entrances of commercial buildings.
- 7.4.43.5 Where possible, main building entrances should incorporate weather protection measures such as canopies, awnings, building projections or colonnades.
- 7.4.43.6 Large developments will incorporate elements designed for people to rest such as parkettes, gazebos, pergolas, decorative walls that are separate and distinct from vehicular systems and parking areas.

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7.4.43.7 Large developments within the nodes identified in the City's 2005 Transportation Study will incorporate a transit transfer terminal facility to the satisfaction of the City. Well defined pedestrian systems shall be provided linking these facilities to pedestrian movement systems internal and external to the site.

## 7.4.44 **Large Buildings:**

7.4.44.1 Where building facades are visible from a public street and are greater than 30 metres in length the building facades will incorporate recesses, projections, windows or awnings, colonnades and landscaping along at least 20% of the length of the façade to reduce the mass of such facades.

7.4.44.2 Large buildings will incorporate architectural elements which will reduce the visual effects of flat roof lines and which will conceal roof-top equipment.

7.4.44.3 Large buildings will be designed to enhance the visual built form and character of Guelph by incorporating architectural styles and elements and exterior building materials into building facades that reinforce the heritage character of the City of Guelph.

7.4.44.4 Where outdoor display areas are associated with a large building the use of landscape elements such as plantings, decorative fencing, pergolas and / or architectural elements such as façade extensions, and canopies shall be incorporated for effective integration with the overall development.

## 7.4.45 **Adjacent Development:**

7.4.45.1 Where commercial or mixed use development is located in proximity to residential and institutional uses the following urban design strategies will be employed to ensure compatibility:

7.4.45.1.1 Building massing strategies to reduce the visual effects of flat roof lines and blank facades or building height.

7.4.45.1.2 Where possible, the location of noise-generating activities away from sensitive areas.

7.4.45.1.3 Incorporating screening and noise attenuation for rooftop mechanical equipment and other noise generating activities situated in proximity to sensitive uses.

7.4.45.1.4 Providing perimeter landscape buffering incorporating a generously planted landscape strip, berming and / or fencing to delineate property boundaries and to screen the commercial use from the adjacent use.

7.4.45.1.5 Design exterior lighting and signage to prevent light spillage into the adjacent property.

7.4.45.1.6 Avoid the location of drive-through lanes adjacent a use that would be negatively affected by noise, light and activity levels associated with these facilities.

## 7.4.46 **Environmental Design:**

7.4.46.1 The design and orientation of the site and building development will support energy efficiency and water conservation through the use of alternative or renewable energy,



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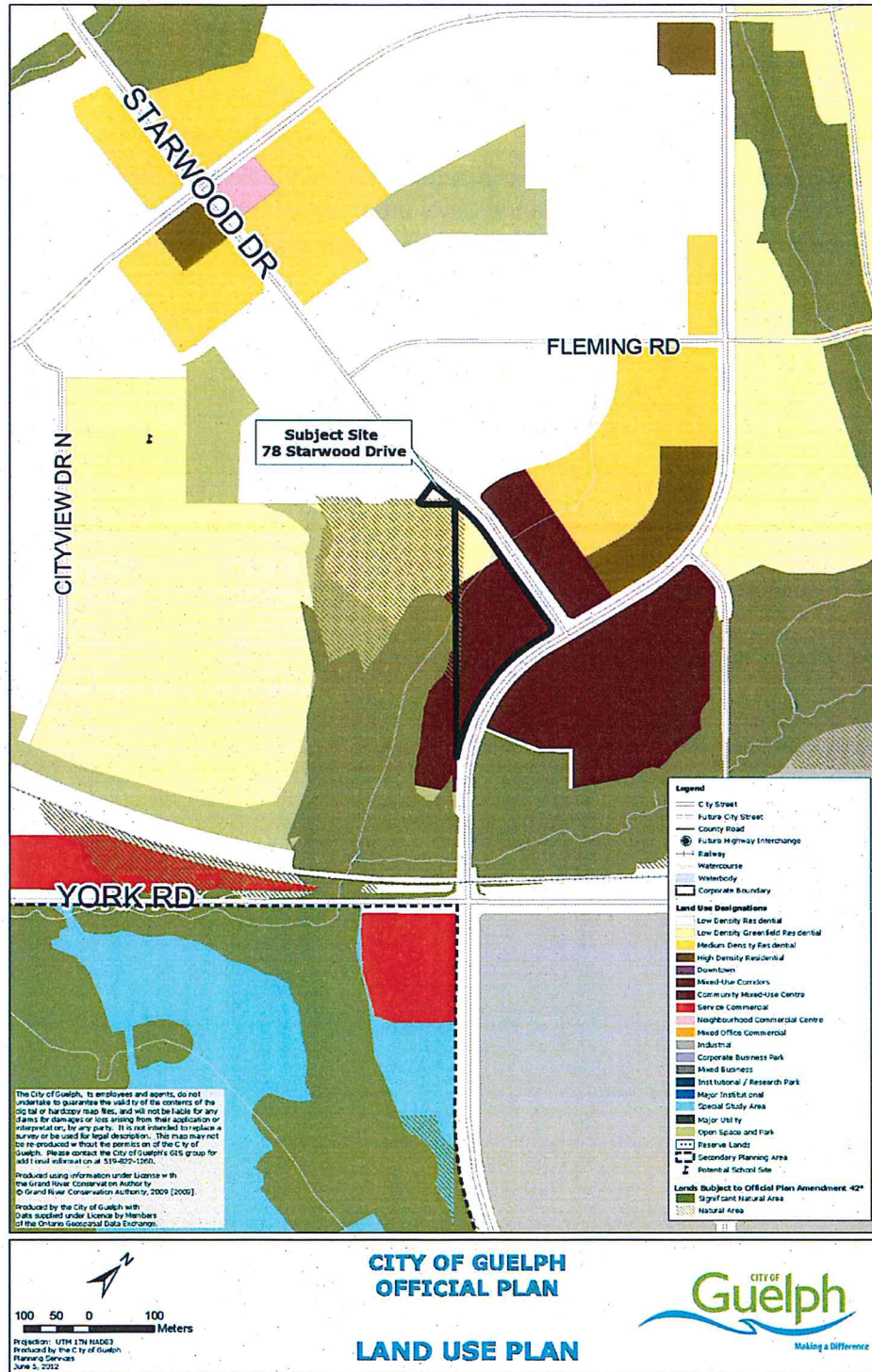
storm water infiltration systems, 'green' building designs, landscaping and vegetative materials and similar measures. Stormwater management measures shall address both quantity and quality issues in accordance with recognized Best Management Practices.

7.4.46.2 Where possible buildings will be oriented to maintain vistas of natural features on lands adjacent to the site.

7.4.47 **Implementation:**

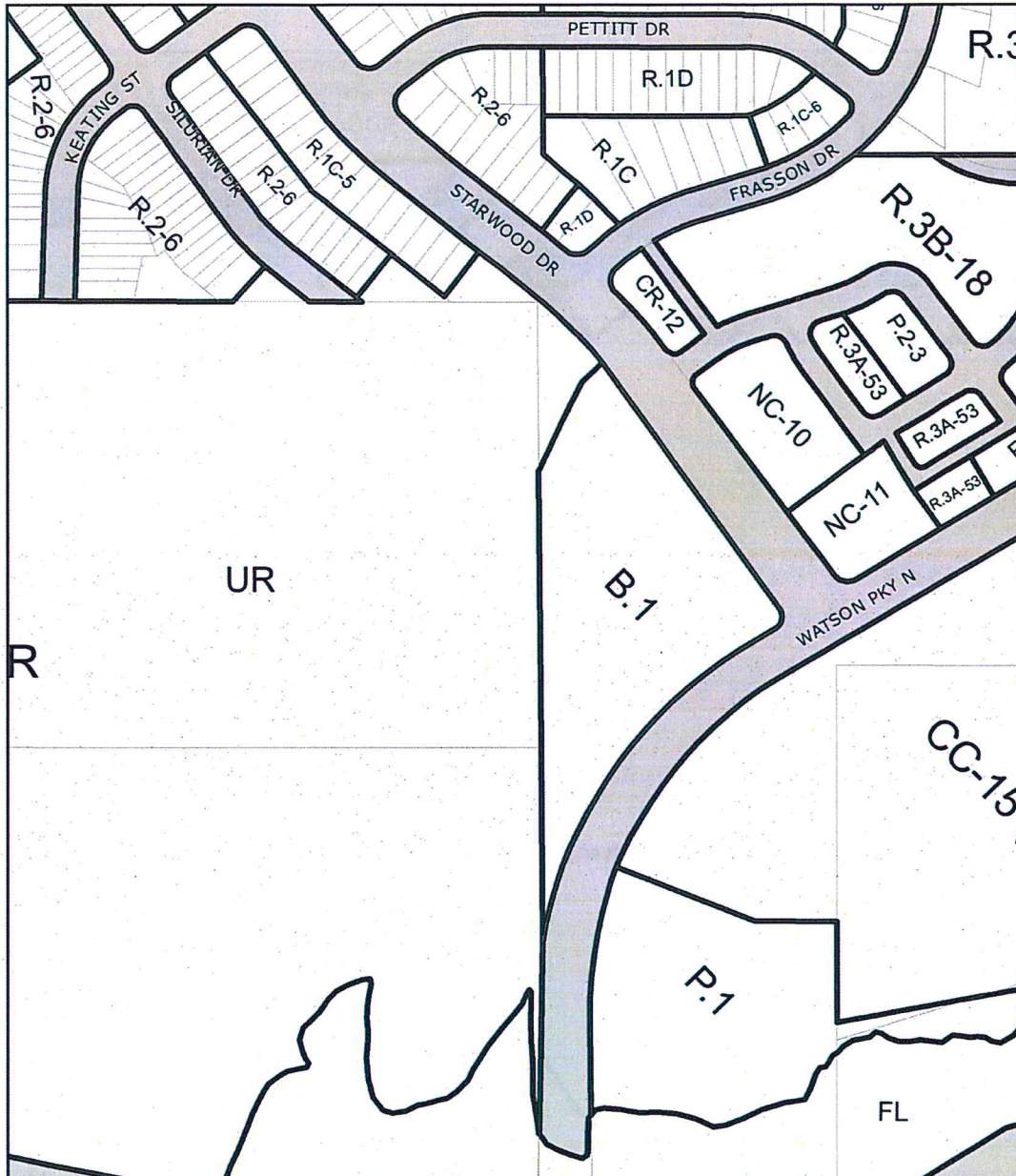
7.4.47.1 To ensure that the aesthetic character of site and building design in commercial and mixed use areas is consistent with the City's urban design objectives and policies, measures shall be incorporated into the Zoning By-law and the approval of site plans used to regulate development."

## ATTACHMENT 4 Official Plan Amendment 42 and 48 Land Use Designations





## ATTACHMENT 5 Existing Zoning



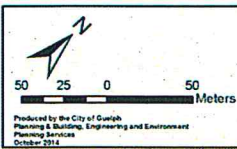
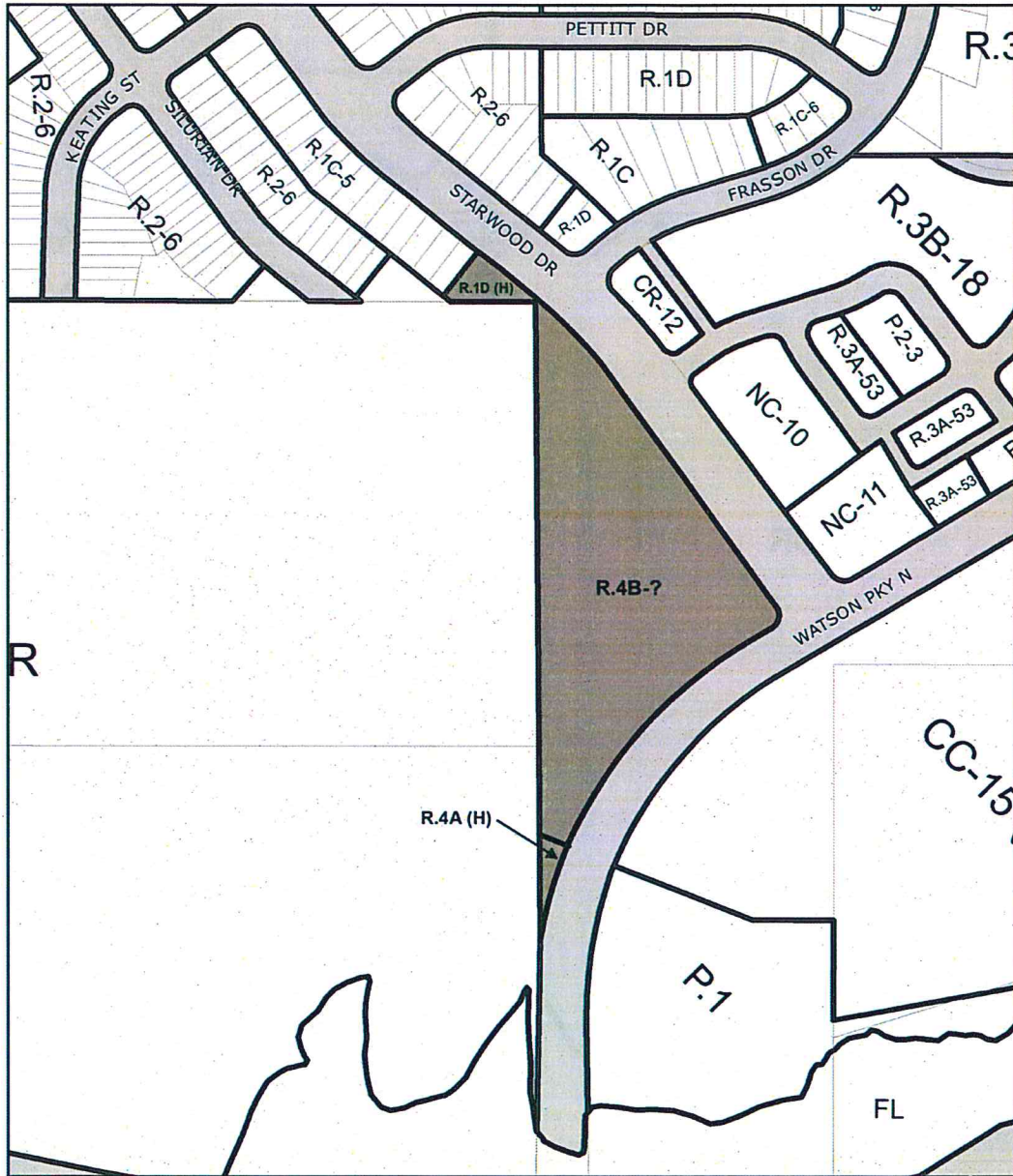
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Produced by the City of Guelph  
Planning & Building, Engineering and Environment  
Planning Services  
October 2014

**Existing Zoning  
78 Starwood Drive**

CITY OF  
**Guelph**  
Making a Difference

I:\gis\_staging\Planning\ReportMaps\Starwood Dr - 78

## ATTACHMENT 6 Proposed Zoning and Details



**Proposed Zoning  
78 Starwood Drive**



## ATTACHMENT 6 (continued) Proposed Zoning

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

#### **Permitted Uses**

In accordance with Section 5.4.1.2, with the following additions:

- Retirement Residential Facility to a maximum of 150 units
- Live/Work Units
- Office
- Medical office
- Retail establishment
- Artist studio
- Gallery
- Personal service establishment
- Convenience store
- Restaurant
- Restaurant (take-out)
- Dry cleaning outlet

The following non-residential uses shall be permitted within a Live-Work Unit in addition to a dwelling unit:

- Art gallery
- Artisan studio
- Financial establishment
- Personal service establishment
- Retail establishment
- Dry cleaning outlet
- Florist
- Medical office (maximum of 1 practitioner)
- Office
- Commercial School

For the purpose of the R.4B-? Zone, the following definitions shall apply:

A "Live/Work Unit" shall mean a dwelling unit within a building, in which the portion of the unit at grade level may be used as a business establishment and whereby each "live" and "work" component within the dwelling unit has an independent entrance from the outside.

A "Street Entrance" shall mean the principal entrance to a business which shall be located in a part of the building facing a public street that is at or within 0.2 metres above or below grade.

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## Regulations

In accordance with Section 4 (General Provisions) and Section 5.4.2 and Table 5.4.2 (Residential Apartment R.4 Zone Regulations) with the following additions and exceptions:

### Minimum Density

- 100 units per hectare

### Maximum Density

- 150 units per hectare
- Notwithstanding the permitted maximum density, retirement residential units developed within this zone are permitted to exceed the maximum density to a maximum of 160 units per hectare.

### Building Setbacks from Starwood Drive

Minimum - 0.6 metres

Maximum – 5 metres

### Building Setbacks from Watson Parkway North

Minimum - 0.6 metres

Maximum – 10 metres, with a portion of any building to be located at a setback between 0.6 metres and 5 metres

### Minimum Side Yard

0 metres to address interior side yard setbacks created by the phasing of development

### Off-street Parking

- 1.17 spaces per unit (including all non-residential units)
- 0.59 spaces per unit for retirement residential units

### Minimum Building Height

4 storeys, except for the portion of the site shown as Area 'A' in Illustration 1 below (*within 50 metres of the intersecting street line projections on Starwood Drive and Watson Parkway North*), where the minimum building height shall be 6 storeys.

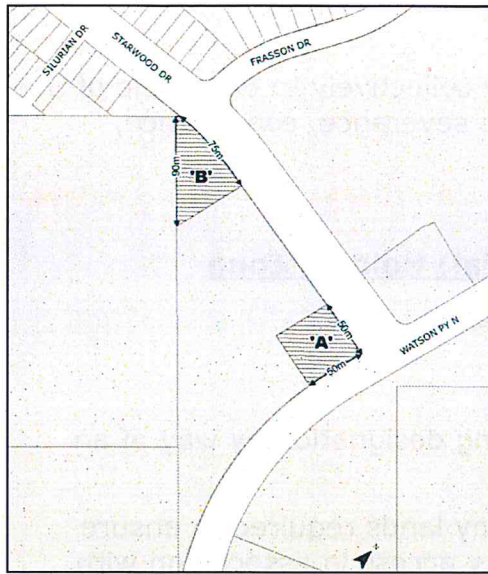
### Maximum Building Height

10 storeys, except for the portion of the site shown as Area 'B' in Illustration 1 below, where the maximum building height shall be 4 storeys

Buildings taller than eight storeys shall have a minimum main wall stepback of 3 metres above the eighth storey.



## Illustration 1



### Floor Space Index (FSI)

2.5

### Location of Parking Areas

- Parking areas shall be permitted within 2 metres of a lot line
- No parking areas shall be located between a building façade and Starwood Drive or Watson Parkway North
- Underground parking spaces shall be permitted within 0.6 metre of a lot line

### Minimum Landscaped Open Space

20% of the lot area

### Minimum Common Amenity Area

11 square metres per unit

### Regulations for Non-Residential Uses

- Buildings fronting on Starwood Drive within 120 metres of the intersecting street line projections at Starwood Drive and Watson Parkway North shall contain ground level non-residential uses.
- Buildings fronting on Starwood Drive within 50 metres of the intersecting street line projections at Starwood Drive and Watson Parkway North shall incorporate ground level commercial uses along Starwood Drive, exclusive of live/work units.
- Street Entrances to non-residential units shall be located facing Starwood Drive.

- The first storey of non-residential uses shall have a minimum ceiling height of 3.5 metres above grade

### Severability Provision

The provisions of this By-law shall continue to apply collectively to the whole of the subject lands in the R.4B-? Zone, despite any future severance, conveyance, dedication, partition or division for any purpose.

### **R.4B-? (H) (Specialized High Density Residential) Holding Zone**

In accordance with the provisions of the R.4B-? Zone.

#### H (Holding) Provisions

The Holding symbol shall be removed from the zoning designation by way of an amending zoning by-law following:

- The necessary assembly or consolidation of any lands required to ensure orderly development and satisfactory driveway access in association with abutting developable lands with frontage on Watson Parkway North.

### **R.1D (H) (Single Detached Residential) Holding Zone**

In accordance with the provisions of the R.1D Zone.

#### H (Holding) Provisions

The Holding symbol shall be removed from the zoning designation by way of an amending zoning by-law when the following has been completed to the satisfaction of the City:

- Make the necessary arrangements for the provision of a public road extension to connect with Starwood Drive.
- Consideration of a walkway block to provide a public connection from Starwood Drive to the proposed trail system within abutting open space lands.
- Sufficient assembly or consolidation of required abutting lands to facilitate orderly development and the future severance of lands to permit the development of full residential lots fronting on Starwood Drive in accordance with the zoning by-law.

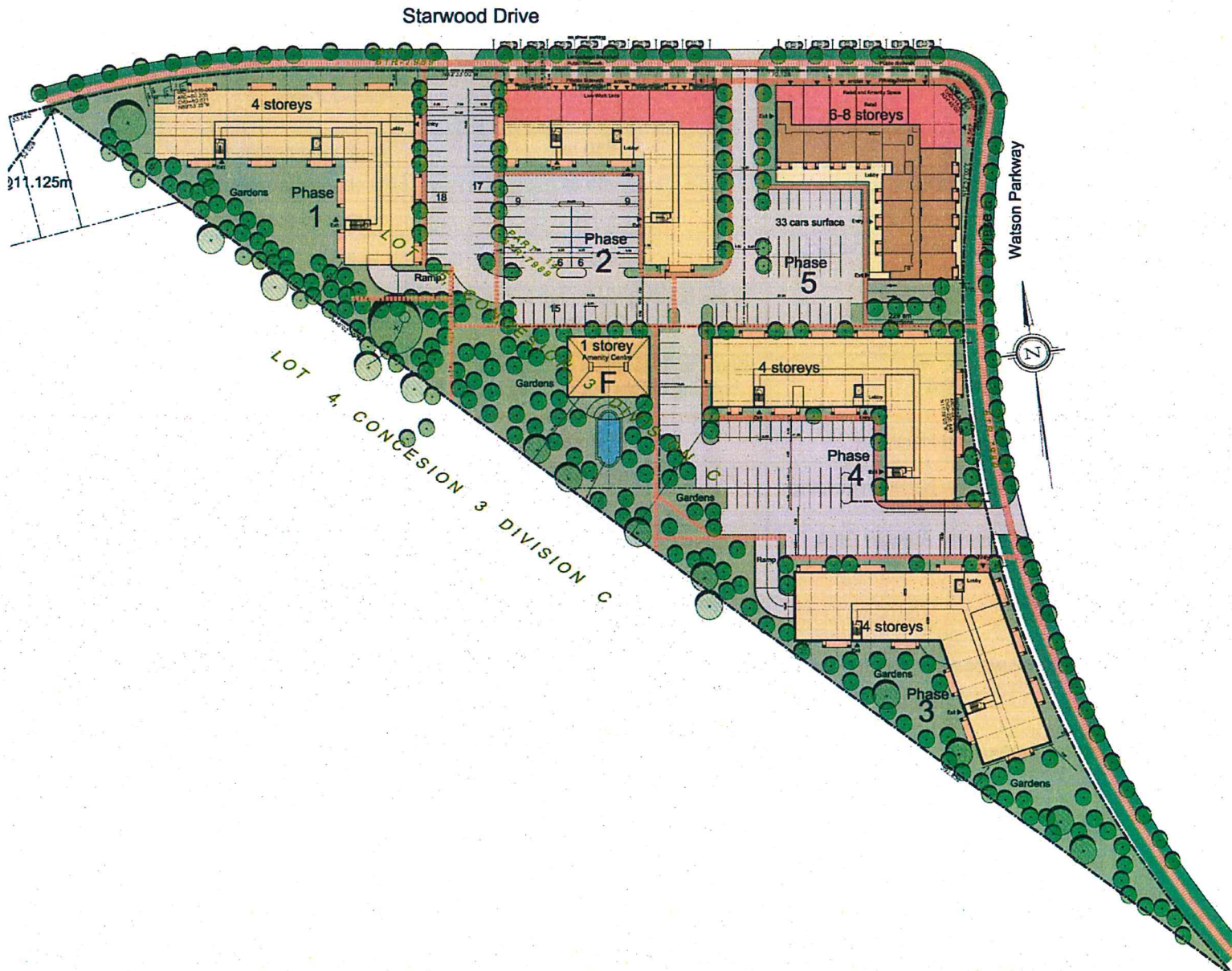


## ATTACHMENT 6 (continued) Proposed Zoning

### Proposed R.4B-? Regulations

Regulation	R.4B High Density Residential Zone	Requested in the Specialized R.4B-? Zone
Minimum Lot Area	650 m <sup>2</sup>	No change proposed
Minimum Lot Frontage	15 m	No change proposed
Maximum Density (units/ha)	150	No change proposed
Minimum Front Yard and Exterior Side Yard	6 m	1 metre
Minimum Side Yard	½ the building height but not less than 3 metres	Severability provisions included to address interior side yard setbacks created by phasing of development
Minimum Rear Yard	Equal to 20% of the lot depth or ½ the building height but not less than 7.5 metres	No change proposed
Maximum Building Height	10 storeys	8 storeys
Minimum Distance between buildings	In accordance with Section 5.4.2.2 (15 metres)	No change proposed
Minimum Common Amenity Area	30 m <sup>2</sup> per unit up to 20 units 20 m <sup>2</sup> per unit for each additional unit	12 m <sup>2</sup>
Buffer Strip	Required adjacent to residential, institutional, park, wetland or urban reserve Zones	No change proposed
Minimum Landscaped Open Space	20% for building heights 1-4 storeys and 40% for buildings 5-10 storeys	Define areas that need to be landscaped
Off-Street Parking	1.5 spaces for first 20 units and 1.25 spaces for each unit in excess of 20  Retirement Residential: 0.8 spaces per unit 1 per unit	1.17 per residential unit  0.59 spaces per unit
Accessory Buildings or Structures	In accordance with Section 4.5	No change proposed
Distance of Parking Space from any Lot Line	3 m	2 m
Surface driveway or surface Parking Area to be located within 3 metres of a building entrance or window of habitable room	3 m	No change proposed
Garbage, Refuse Storage & Composters	In accordance with Section 4.9	No change proposed
Floor Space Index (FSI)	1.5	2.5
Fences	In accordance with Section 4.20	No change proposed

## ATTACHMENT 7 Conceptual Development Plan and Building Elevations





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## ATTACHMENT 7 (continued) Proposed Building Elevations



Building Phase 1 - Starwood Elevation (Zoning concept only. Final form of development may differ from drawings)



Building Phase 2 - Starwood Elevation (Zoning concept only. Final form of development may differ from drawings)



Building Phase 2 + Rockwood Home Concept  
12522 (Zoning concept only. Final form of development may differ from drawings)

Building Phase 2 - Starwood Elevation

Building Phase 1 - Starwood Elevation



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## ATTACHMENT 8 Planning Analysis

### **Provincial Policy Statement (2014)**

The Provincial Policy Statement (PPS) promotes efficient land use and development patterns that support strong, liveable and healthy communities, protect the environment and public health and safety, and facilitate economic growth. It seeks an appropriate range and mix of residential, employment, recreational and open spaces to meet long-term needs with an overall goal of managing and directing land use to achieve efficient development and land use patterns. It also encourages employment opportunities supporting a wide range of economic activities in close proximity to residential neighbourhoods, using existing infrastructure and providing mixed-use development to support the concept of complete communities.

The proposed Zoning By-law Amendment application is consistent with the Provincial Policy Statement. The proposed development will accommodate an appropriate mix of uses to serve future growth at densities which will use land and infrastructure efficiently and are supportive of public transit.

### **Growth Plan for the Greater Golden Horseshoe**

The Provincial Growth Plan for the Greater Golden Horseshoe (GGH) was prepared under the Places to Grow Act, 2005, and took effect on June 16, 2006. The Growth Plan builds on other provincial initiatives and is intended to guide decisions on growth, including policies to manage growth by building compact, vibrant and complete communities that are transit supportive in designated greenfield areas.

In order to meet these provincial Growth Plan objectives, the City completed a Local Growth Management Strategy (LGMS) and ultimately the approval of Official Plan Amendment 39 (OPA 39) that implemented changes to the Official Plan to bring it into conformity with the Growth Plan.

The subject site is located within the designated greenfield area and is within an approved Mixed Use Node. The density of the proposed development is approximately 267 persons and jobs per hectare, which will contribute towards meeting the Growth Plan's Greenfield density requirement of 50 persons and jobs per hectare. Further, the proposal represents a compact and efficient form of development that will provide convenient access to transit and will be served by adequate community and infrastructure services.

### **Official Plan Conformity**

The proposed development meets several of the major goals and objectives of the Official Plan. The higher intensity of residential uses proposed within the draft plan is appropriate to support the urban form objectives and policies of the Watson Parkway/Starwood Community Mixed Use Node. This includes contributing to the creation of a well-defined focal point, efficiently utilizing the land base and establishing complementary and compatible land uses that are well integrated with



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adjacent lands. The commercial development proposed along the frontage of Starwood Drive conforms to the commercial policy structure established for the East Node through Council's adoption of the Commercial Policy Review in 2006 (Official Plan Amendment #29).

Other major goals and objectives of the Official Plan satisfied by this development proposal include:

- directing development to an area where municipal services and related infrastructure are most readily or can be made available;
- assists in promoting a compact development pattern to avoid urban sprawl;
- ensuring development is sympathetic and compatible with the built form of existing land uses;
- assists in accommodating projected growth within the settlement area boundary;
- provides for additional residential, commercial and employment land uses;
- assists in providing for an adequate supply and range of housing types and supporting amenities are provided to satisfy the needs of all residents;
- assists in enhancing an efficient and attractive urban landscape while acknowledging innovative design opportunities;
- supports transit, walking and cycling for everyday activities; and
- represents a cost-effective, compact form of development that will make effective use of existing services and infrastructure.

The residential apartment units and ground level commercial uses along Starwood Drive that are proposed through this application are in conformity with the corresponding "Mixed Use Node" and "General Residential" Official Plan designations. The proposed development will increase the range of housing types in the area to meet a variety of housing needs, including opportunities for affordable housing.

The Mixed Use Node land use designation is intended to serve both the needs of residents living and working in nearby neighbourhoods and employment districts and the wider City as a whole. This land use designation is intended to provide a wide range of retail, service, entertainment and recreational commercial uses as well as complementary uses including open space, institutional, cultural and educational uses, hotels and live-work studios. The proposed high density multiple unit residential development is also permitted within this Mixed Use Node land use designation.

The proposed development meets the criteria in Section 7.2.7 of the Official Plan for permitting multiple unit residential development within the "General Residential" land use designation, as follows:

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- i. *The proposed building forms, massing, appearance and siting are compatible in design, character and orientation with surrounding existing and planned development.*

A specialized zoning regulation is being recommended to limit the height of the building at the most westerly portion of the subject property to a maximum of 4 storeys to enhance compatibility with existing and planned single detached dwellings in the vicinity. This will also assist in ensuring a proper transition in height is implemented to the lower rise residential dwellings outside of the Mixed Use Node to the west along Starwood Drive.

- ii. *The proposed development can be adequately served by local convenience and neighbourhood shopping facilities, schools, parks, recreational facilities and public transit.*

Shopping facilities are planned within the Starwood/Watson Mixed Use Node and parks and schools are located in proximity to the subject site. The Guelph Public Library (East Branch) is located across the street at the northwest corner of Starwood Drive and Watson Parkway. The subject site would also be well-served by two existing public transit routes.

- iii. *Vehicular traffic generated from the proposal can be accommodated appropriately and sufficient off-street parking, circulation and access can be provided.*

The Traffic Impact Study submitted in support of the application has been reviewed and supported by staff, which has demonstrated that vehicle traffic generated from the site can be accommodated appropriately and with minimal impact on local residential streets.

- iv. *Adequate municipal infrastructure, services and amenity areas for the residents can be provided.*

Through the review of the application it has been determined that adequate municipal infrastructure, services and amenity areas can be provided in association with the proposed development.

## Environmental Review

The environmental policies of the Official Plan have been addressed during the review of the application through the review and approval of an Environmental Impact Report (EIS).

The subject site is considered "adjacent land" to the Clythe Creek Provincially Significant Wetland (PSW) as it falls within 120 metres of the boundary. The EIS was prepared to address potential impacts to the PSW from the proposed development. It is noted that the PSW is located on two adjacent properties to the west and south (55 Cityview Drive and 37 Cityview Drive) for which environmental impact studies have been submitted in support of two separate subdivision proposals developed in coordination (see Attachment 9).



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Official Plan Amendment No. 42 does not identify any significant natural heritage features on the subject property. The Clythe Creek PSW on the adjacent lands to the west are identified as a Significant Natural Area and the surrounding woodlands immediately adjacent to the subject property are designated as Natural Area – Cultural Woodlands.

The environmental constraints identified on the subject property are those associated with the PSW buffer and trees along the western edge of the property. It is noted that the watercourse identified on GRCA mapping as traversing the subject site was confirmed to no longer exist on or within 30 metres of the subject property. The westerly edge of the subject property includes a berm and drainage swale directly adjacent to the neighbouring woodlands that surround the wetland.

No buildings or other impermeable surfaces are being proposed within 30 metres to the PSW. A variable buffer between 15 metres and 30 metres will be maintained as tree protection and naturalized open space. The EIS has been supported by City staff and the Grand River Conservation Authority. At a meeting of the Environmental Advisory Committee held July 16, 2014, the EIS was supported, with the condition that an Environmental Implementation Report (EIR) be prepared at the detailed design stage to ensure all other recommended measures identified in the EIS are implemented appropriately (see Condition 23 in Attachment 2). This includes details with respect to tree preservation and compensation, buffer management measures and detailed naturalization and landscaping plans, details of an infiltration gallery to restore some of the presumed hydrological conditions existing prior to site disturbance and potential off-road trail development through the northwest corner of the subject property.

## Official Plan Amendment 48

On June 5, 2012, the City adopted OPA 48, a comprehensive update to its Official Plan. OPA 48 is currently under appeal and not yet in effect. Further, since the applications for the subject property were submitted prior to adoption of OPA 48, they are not required to conform to this plan. However, consideration is given to the policies of OPA 48 since these policies provide current guidance for development within the City and within the context of the Provincial Growth Plan.

The proposed development conforms to the goals and objectives of OPA 48. The proposed high density residential, retail and live work uses are permitted within the subject site's "Community Mixed Use Centre" and "Low Density Greenfield Residential" land use designations in OPA 48. The proposed development also supports policy to incorporate Main Street type development in strategic locations within Community Mixed Use Centres. The development has been planned and designed to provide street oriented buildings with front facades that incorporate entrances and windows to contribute to an interesting and active street wall and to create a "main street" type environment along Starwood Drive to encourage



pedestrian activity. The planned design of Starwood Drive includes on-street parking along the site's frontage that will support the proposed commercial uses.

## **Urban Design Review**

The proposed development, as illustrated in the conceptual development plan and building elevations provided in Attachment 7, are in keeping with the City's urban design goals, objectives and policies. This conceptual plan in association with the specialized zoning regulations in Attachment 2 have been developed to ensure that an ultimate site design is implemented that achieves urban design objectives.

An Urban Design Brief prepared in support of the application has been reviewed and accepted by staff. Condition 1b in Attachment 2 outlines the requirement that the design principles and goals contained in the Urban Design Brief be formalized and used during the subsequent site plan approval process.

The proposed development supports the general urban design policies of the Official Plan, as well as the urban design policies to address the Commercial and Mixed Use Areas, as follows:

- The proposed site design includes a 6-8 storey corner building to provide additional building height in proximity to the intersection of Starwood Drive and Watson Parkway North. This will be designed as a "signature building" to emphasize the intersection and help define the mixed use node and serve as a new neighbourhood/district landmark.
- The proposed development represents a mixed use and compact development form with excellent accessibility to transit that will reduce the need for and length of vehicular trips.
- The proposed site design contributes to an attractive streetscape by ensuring surface parking areas are located behind the front facades of buildings facing Starwood Drive and Watson Parkway.
- The proposed development provides will provide an appropriate transition of building heights to existing and planned low rise residential development to the north to ensure compatibility.
- Appropriate measures have been incorporated into the recommended zoning bylaw amendment to ensure development is consistent with the City's urban design objectives and policies. Further, the subsequent site plan approval process will address the aesthetic character of site and building design to implement these objectives.
- The adjacent natural heritage features have been considered in the proposed site design through the incorporation of naturalized buffers and development setbacks. An Environmental Impact Study (EIS) has been completed and accepted by staff, the Environmental Advisory Committee (EAC) and the Grand River Conservation Authority (GRCA), concluding that the proposed development will not have a negative impact on the adjacent PSW.



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Through the Urban Design Action Plan and subsequent Official Plan Amendment 39, five major Commercial Mixed Use Nodes were identified as part of the structuring elements of the City containing multiple land use designations such as high density residential in combination with permitting shopping and service uses. The proposed development supports this vision to transform, over time, the Starwood/Watson Community Node into a distinct "urban village", characterized as mixed use, transit and pedestrian oriented places that provide focal points for civic life, higher density housing, retail and live-work opportunities.

As noted above, the proposed development fits the Council-endorsed Urban Design Concept Plan, Principles and Illustrative Diagram for the Watson/Starwood Mixed Use Node (as shown in Attachment 7). Council directed staff to use the Urban Design Concept Plans, Principles and Illustrative Diagrams to guide the review of development applications within the node. The purpose of the Urban Design Concept Plan is to provide a high-level illustration of the main principles and structure of the Node that is intended to implement Council adopted Official Plan policies. This diagram shows this portion of the node as high density residential with commercial sites immediately to the south and mixed commercial and residential uses along Starwood Drive.

Condition 1 in Attachment 2 will require the site to be developed in general conformity with the conceptual development plan included in Attachment 7. Further, site plan approval will be required to provide a detailed review of the various development components, including landscaping and fencing, location and configurations of amenity areas, parking design and pedestrian connections, location of garbage enclosures and other urban design objectives.

## Official Plan Amendment #48 – Urban Design Directions

While not in full-force and effect, OPA 48 provides additional direction regarding implementing the vision for the Mixed Use Nodes over the long-term. In addition, on September 24, 2012, Council endorsed the Urban Design Concept Plan, Principles and Illustrative Diagram for the Watson/Starwood Mixed Use Node (see Attachment 10). Council directed staff to use the Urban Design Concept Plans, Principles and Illustrative Diagrams to guide the review of development applications within the node. The purpose of the Urban Design Concept Plan is to provide a high-level illustration of the main principles and structure of the Node that is intended to implement Council adopted Official Plan policies.

The proposed development conforms to the urban design policies of OPA 48 and supports the vision for the Starwood/Watson Mixed Use Node. This includes the following sustainable urban design and public realm policies in OPA 48:

- The high density residential development proposed through this application will ensure residents live within a 5 to 10 minute walk of amenities and transit stops;
- The proposed development will be connected with the existing urban fabric of streets and be integrated with pedestrian, bicycle and transit services;



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- The proposed development responds sensitively to surrounding natural features;
- The proposed development will achieve a pedestrian oriented public realm and streetscape along Starwood Drive and Watson Parkway, including the provision of wider sidewalks, walkways that interlink the site with the streetscape, on-street parking, bicycle infrastructure and landscaping;
- The proposed development will contribute to a pedestrian oriented streetscape by locating built form adjacent to the street edges of Starwood Drive and Watson Parkway, placing principal building entrances towards the street, and providing active commercial uses that interface with the public realm; and
- Providing a taller 6-8 storey building near the intersection of Starwood Drive and Watson Parkway to serve as a signature building and new neighbourhood landmark.

The following general built form policies in OPA 48 that apply to mid-rise building forms, generally meaning buildings between four and six storeys, have also been met through the application:

- Buildings within the proposed development will be designed to frame the street;
- Automobile parking areas will be located and screened appropriately, as parking areas will be located behind the front façade of the buildings; and
- Pedestrian access will be provided from the public realm by providing multiple principal entrances to commercial units along Starwood Drive to encourage pedestrian activity.

In addition, the applicant's development proposal is consistent with and implements key design elements of the Urban Design Concept Plan for the Watson Parkway/Starwood Community Mixed Use Node. This includes implementing the establishment of a "main street" area along Starwood Drive through the proposed ground level commercial uses oriented along Starwood Drive and providing a compact form of development with increased residential densities within the Community Mixed use Node.

## **Review of Proposed Zoning**

The specialized R.4B-? Zone is required to implement several aspects of the proposed development that cannot be addressed through the current standard zoning categories within the Zoning By-law. This includes permitting a compact mixed use development with street oriented commercial uses, as well as other regulations to implement specific policies and development objectives within the Starwood/Watson Mixed Use Node. The following provides further discussion as to why these site specific zoning provisions are justified.



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## Permitted Uses

The list of permitted uses proposed within the Specialized R.4B-? Zone will provide a full range of uses in conformity with the intent of the Mixed Use Node. This includes high density residential apartment buildings with a full range of non-residential uses that can be located at grade along Starwood Drive to contribute to the creation of a vibrant and active pedestrian oriented node.

## Regulations for Non-Residential Uses

Specialized zoning regulations are recommended for the non-residential uses to assist in implementing the envisioned "main street" type of commercial development along Starwood Drive. This includes the requirement that at-grade non-residential units be incorporated along at least 50% of the subject site's Starwood Drive frontage with higher ceiling heights and principal entrances facing the street to encourage pedestrian activity.

Building presence along the public streets is also maximized through the provision of underground parking and locating any surface parking area behind the building, further contributing to an attractive streetscape. The recommended zoning in Attachment 2 includes a specialized zoning regulation that would not allow surface parking areas to be located between the front building façade and Starwood Drive and Watson Parkway.

## Setbacks and Building Heights

Maximum building setbacks from Starwood Drive and Watson Parkway North are included within the proposed zoning regulations to ensure buildings are located to form multi-storey street edges and corners that will help define and activate the public realm and pedestrian activity. Specialized building height zoning regulations are recommended to limit building height to 4 storeys at the westerly end of the site to address the compatibility with existing low rise neighbourhood in the vicinity of the Starwood Drive and Frasson Drive area, while ensuring a taller building at a minimum 6 storey height is provided near the intersection of Starwood Drive and Watson Parkway to serve as the desired focal point and "signature" mixed use building.

## Off-Street Parking

The requested zoning includes specialized off-street parking regulations to accommodate the proposed mixed use development. The development concept included in Attachment 7 includes a total of 414 off-street parking spaces in association with the 405 apartment units and 930 square metres of commercial floor space proposed. The majority of these off-street parking spaces (55%) are proposed underground.

Parking ratios of 1.17 spaces per residential apartment unit and 0.59 spaces per retirement residential unit is proposed in association with 300 apartment units and 105 retirement residential units proposed. This required parking is also intended to accommodate the non-residential uses proposed along Starwood Drive. While this



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represents a reduction from the application of the standard off-street parking zoning requirements for the separate residential and non-residential uses proposed, it is important to recognize that the existing zoning by-law does not specify parking requirements for mixed use developments or for live/work units. As a result, off-street parking requirements are typically reviewed on a site-specific basis through an assessment of the overall parking demands for the site. The Parking Justification Study submitted by the applicant in support of their development proposal was reviewed and accepted by staff.

The Parking Justification Study highlighted the times of day that residential and commercial parking spaces are generally in use. It recognizes that very few cars would be associated with commercial uses during the evening hours when residential parking spaces are normally in greatest use. In addition, during the morning and afternoon hours the parking associated with the residential units would be at its lowest use, which would be the same time when the commercial parking demand would be highest. Therefore, the analysis concluded that the available residential visitor spaces will accommodate the commercial demands from the commercial portion of the proposed development. The commercial development will also be supported through the implementation of on-street parking along Starwood Drive adjacent to the subject site. It is also noted that the off-street parking zoning regulations proposed would address the need for increased parking requirements in the event the retirement residential units are replaced by typical apartment units.

## Other Specialized Zoning Regulations

The requested specialized zoning regulations for an increase in Floor Space Index (FSI) and reductions in the minimum common amenity area and landscaped area are supported by staff to implement this compact, mixed use development in support of the policies of the Mixed Use Node.

In addition, the recommended zoning regulation to increase the maximum residential density to 160 units per hectare for retirement residential units conforms to Policy 7.2.10 of the Official Plan (General Residential/Housing Policies), as referenced below:

- 7.2.10 *In spite of the maximum residential densities that are specified for various land use designations in this Plan, development projects designed exclusively for occupancy by senior citizens may be permitted to exceed the maximum unit density allowed provided that the overall size, height and impact on the adjacent areas is consistent with that which would be associated with a standard multiple residential building that would be permitted.*

## Holding Zones

Holding (H) Zone provisions are being recommended for the two small triangular areas at the most northerly and southerly ends of the subject site to address the



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coordination of development with the two adjacent draft plan of subdivision applications. The R.1D (H) Zone is to ensure coordination of development occurs with Draft Plan 23T-12501 at 55 Cityview Drive to provide the necessary street connection to Starwood Drive and completion of single detached lots. The R.4B-? (H) Zone at the southerly point of the subject lands is to ensure that future development in this area is properly coordinated with the adjacent apartment block proposed within Draft Plan 23T-12502 at 37 Cityview Drive.

## Severability

The proposed zoning also includes a severability provision to address phasing of development. The severability provision would act as a confirmation that while the lands may be subdivided in the future, the proposed zoning would continue to apply to the entire property as a whole. This provision would also recognize internal side yards of 0 metres to allow future severances of the property based through the phasing of development.

## **Coordination of Proposed Development with Adjacent Lands**

The recommended zoning bylaw amendment application has addressed the coordination of development with adjacent lands appropriately. As previously discussed, Holding (H) Zones have been recommended for small portions at the northerly and southerly ends of the subject property to recognize the need to coordinate development efforts with other adjacent development proposals. This will ensure that proper land assembly and coordination occurs and that these lands are developed in conjunction with these adjacent lands in an orderly and efficient manner.

The applicant for the adjacent draft plan of subdivision at 55 Cityview Drive submitted comments at the March 17, 2014 Public Meeting requesting that the single detached lots proposed along Starwood Drive should be coordinated to match the zoning for the their subdivision proposal. The R.1D (H) Zone proposed on the subject lands has been coordinated with the current draft plan at 55 Cityview Drive, which would include the provision of the identified public street connection to Starwood Drive and the appropriate combination of lots for single detached homes along Starwood Drive. The Holding Zone provision that would apply to the R.1D (H) Zone within the subject lands would prevent any development from occurring until the coordination of development occurs to provide this public road connection and proper consolidation of lands to create the single detached lots.

The R.4A (H) Holding Zone recommended for the small triangular are at the most southerly end of the subject property is intended to address the future coordination of development of this area with the proposed apartment block within adjacent Draft Plan 23T-12502 on the abutting lands to the west. Development in this area could not proceed until the Holding provision is satisfied. This requires the necessary assembly or consolidation of lands to ensure orderly development in conjunction with abutting lands and to ensure any access provisions from Watson Parkway North are adequately addressed.

## **Community Energy Initiative Considerations**

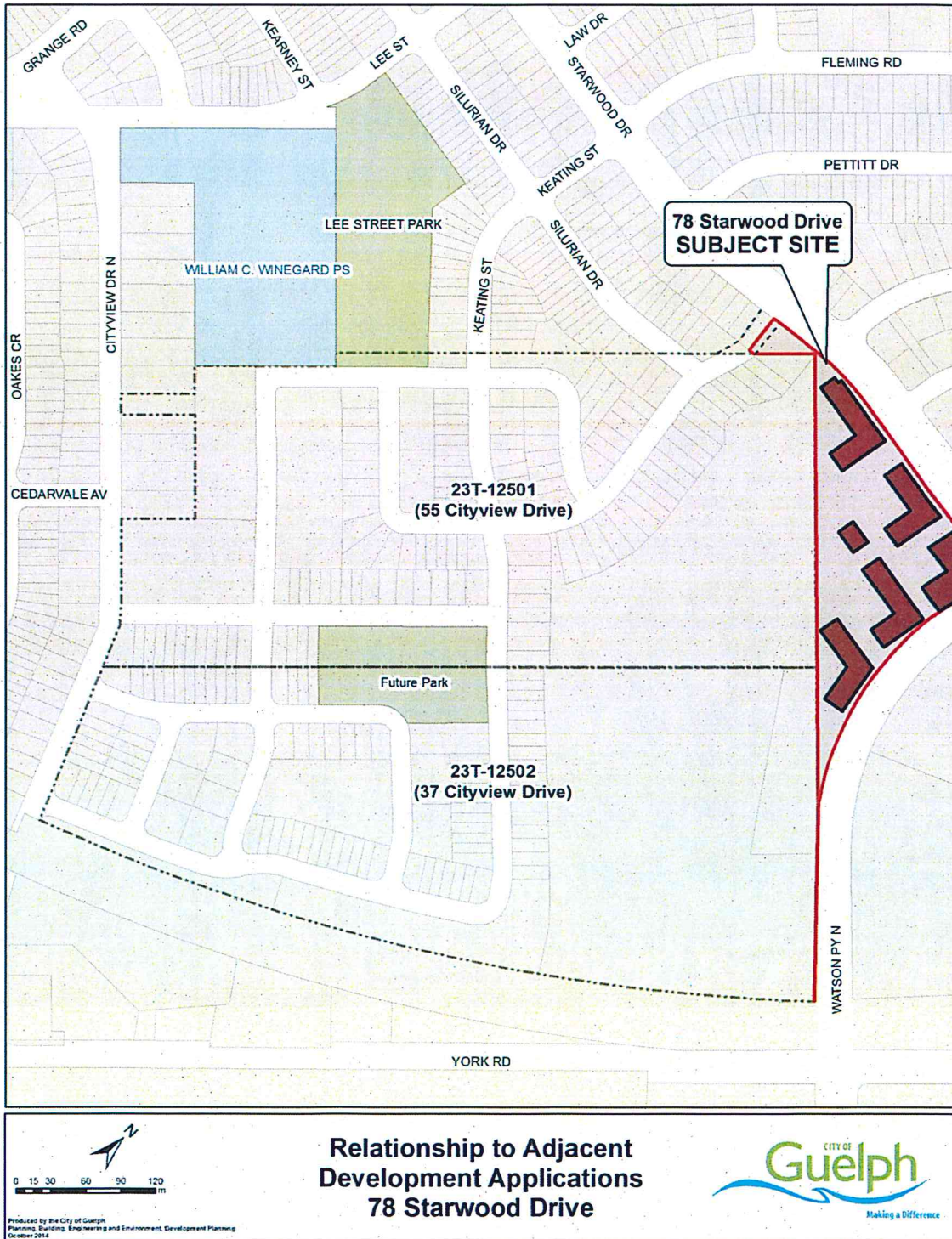
The applicant has submitted information outlining some additional energy efficiency initiatives that are proposed in association with the proposed development (see Attachment 11). Condition 2 has been included in Attachment 2 to ensure that the owner does submit written confirmation that the proposed building is constructed to a standard that implements energy efficiency in support of the Community Energy Initiative.



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## ATTACHMENT 9

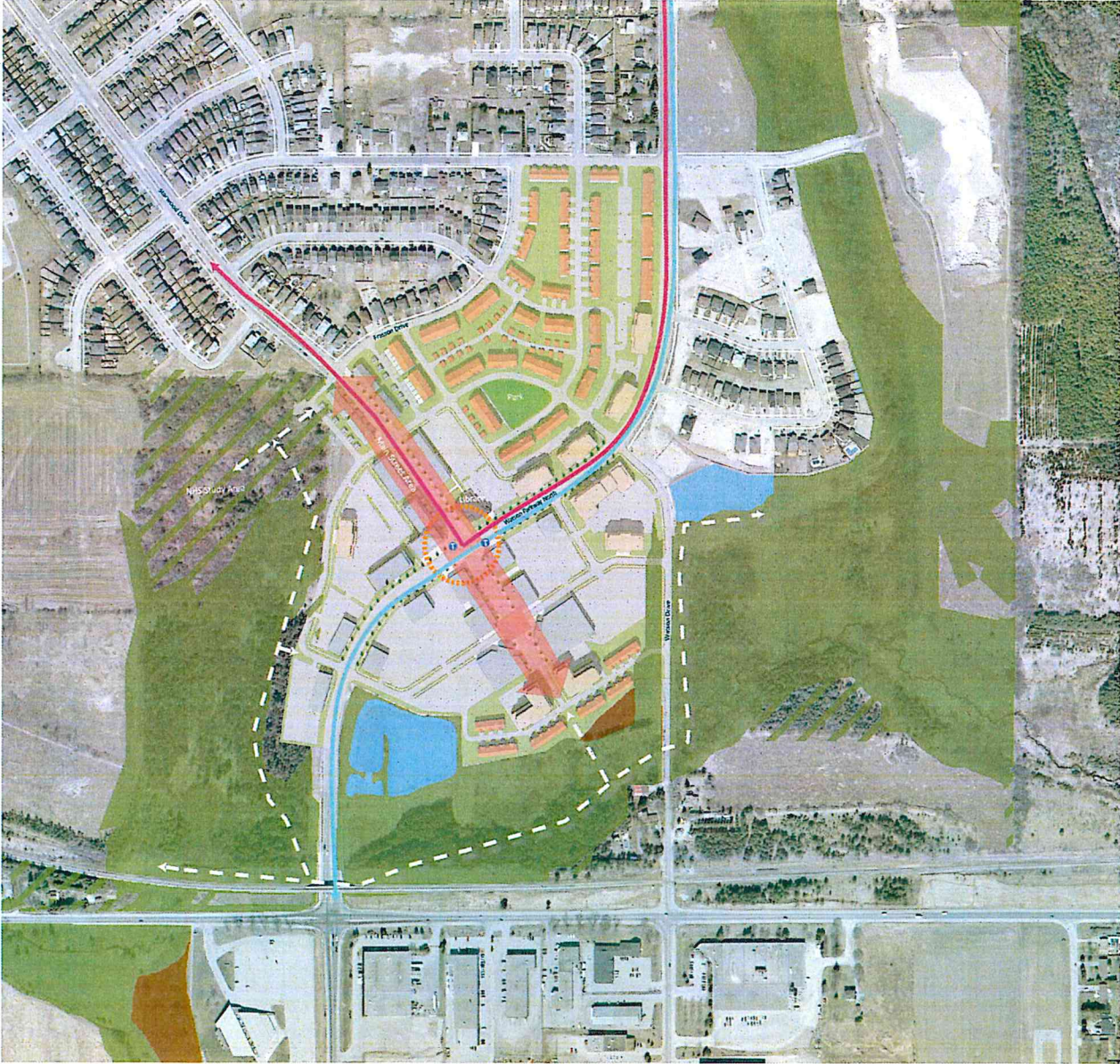
### Adjacent Draft Plan of Subdivision Proposals at 55 Cityview Drive (23T-12501) and 37 Cityview Drive (23T-12502)





## ATTACHMENT 10

### Urban Design Concept Illustrative Diagram for the Watson Parkway/Starwood Community Mixed Use Node





## ATTACHMENT 11 Community Energy Initiative Commitment



966 Pantera Dr, Suite 22  
Mississauga, Ontario  
L4W 2S1  
Tel: 905-624-4100  
Fax: 905-624-4133

April 17, 2014

City of Guelph Building Services  
1 Garden Street; 3<sup>rd</sup> Floor  
Guelph, ON N1H 3A1

Attention: Chris DeVriendt

RE: 78 Starwood, Guelph  
Community Energy Plan Initiative

Further to the City of Guelph's request, we are outlining how this application will comply with the Community Energy Plan Initiative.

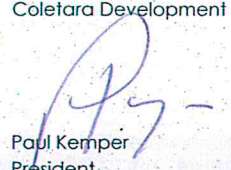
- A multi-residential high density is to be achieved for the development, representing intensification which will delay the need for more land to be included in the urban area.
- An erosion and sedimentation control plan will be prepared for the site.
- A landscape plan including new tree planting will contribute to the City's tree canopy. Design to be developed by our Landscape Architect and will specify native plant materials and drought tolerant plant material wherever possible.
- Site lighting will direct lighting within the site, toward the ground and not toward the sky.
- The site has convenient access to City bus routes along Starwood Drive and Watson Parkway North.
- Low flow faucets, showerheads and low flow toilets will be specified for the units, with low flow faucets at 2.54 gpm, shower heads 2.54 gpm, and Water Closet low flow 6.0 litres per flush.
- Project will comply with ban on ozone-depleting refrigerant gases, utilizing R4-1 OA refrigerant.
- Low E windows will reduce heat gains and heat loss.
- A high efficiency boiler will be used for the hydronic make up air system, responsible for the main corridors heating and pressurization.
- Compact fluorescent light bulbs will be implemented for common area lighting requirements where products are available.
- Site lighting controls will be designed to turn off the lights automatically when natural lighting is adequate.
- Use low VOC (Volatile Organic Compounds) materials where possible.

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- Each unit will include individual controls for heating, cooling and lighting.
- Windows will be operable in conformity with the Ontario Building Code.
- Appliances provided to the units will meet Energy Star requirements, where available as per standard specifications, including refrigerator and dishwasher.
- Renewable finishes such as cork and bamboo flooring are offered to the unit purchaser as part of the upgrade offering where possible.

Yours truly,  
Coletara Development



Paul Kemper  
President



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## ATTACHMENT 12 Agency and Public Comments Summary

Respondent	No Objection or Comment	Conditional Support	Issues /Concerns
Planning		√	Subject to conditions in Schedule 2
Engineering*		√	Subject to conditions in Schedule 2
Park Planning		√	Subject to conditions in Schedule 2
Environmental Advisory Committee (EAC)		√	Subject to conditions in Schedule 2
Emergency Services/Guelph Fire	√		
Union Gas	√		
Guelph Hydro		√	
Guelph Police	√		
Grand River Conservation Authority*		√	Subject to conditions in Schedule 2
Upper Grand District School Board		√	Subject to conditions in Schedule 2
Nature Guelph*			Support application

\* letters attached

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## MEMO

TO: Chris DeVriendt, Senior Development Planner  
FROM: Development Engineering  
DEPARTMENT: Engineering Services  
DATE: November 8, 2014  
SUBJECT: 78 Starwood Drive – Official Plan Amendment – (File No. OP1304) and Zoning By-law Amendment – (File No. ZC1315)

The application is for an Official Plan Amendment to add a site specific policy to the Official Plan to permit a maximum residential density of 155 units per hectare for the subject property and a Zoning By-law Amendment to rezone the subject site from the current B.1 (Industrial) Zone and UR (Urban Reserve) Zone to a R.4B (Specialized High Density Residential) Zone and the R.1D (Single Detached Residential) Zone.

The subject lands are vacant and consist of 2.71ha which includes a temporary sediment basin that was constructed at the time of the Grangehill Estate development. The site is bound by Starwood Drive to the north, existing residential development and woodlot to the west, existing woodlot to the south, and Watson Parkway to the east.

The purpose of the proposal is to permit the development of five (5) residential condominium buildings with approximately 405 residential apartment units and ground level commercial uses in addition to the permitted uses and regulations of the standard R.4B Zone currently permitted on the site. The proposal also includes a Zoning By-law Amendment request from the current UR (Urban Reserve) Zone to an R.1D (Single Detached Residential) Zone; in order to create four (4) part lots which will eventually be combined with adjacent lands to the south to permit four (4) single detached dwelling units fronting on Starwood Drive. The lands to the south of the proposed part lots is subject to a separate draft plan of subdivision application (File 23T12501) that is currently being reviewed by staff. The draft plan of subdivision proposes an access road from the subdivision to Starwood Drive in this general location which may require one or more of the proposed part lots. As such, we cannot support rezoning of the part lots at this time.

Engineering Services provides the following comments:

### 1. Road Infrastructure:

According to the City of Guelph Official Plan 2001 (December 2012 Consolidation), Starwood Drive is designated as a four (4) lane arterial road with a left turn lane and center landscaped medians, asphalt pavement, curb and gutter on both sides of the street with no sidewalks on the south side of the street; but has an asphalt sidewalk and a section of a concrete sidewalk along the north side of the street. The ultimate right-of-way width of Starwood Drive abutting the property is 30.0-metres (98.43 feet); however, the existing right-of-way width of Starwood Drive fronting the site is approximately 30.048-metres (100.0 feet). Watson Parkway is designated as a four (4) lane arterial road with a left turn lane and a concrete median, asphalt pavement, curb and gutter on both sides of the street with no sidewalks on either side of the street. The ultimate right-of-way width of Watson Parkway abutting the property is 30.0-metres (98.43 feet); however, the existing right-of-way width of Watson Parkway fronting the site is approximately 30.048-metres (100.0 feet). Therefore,



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no road widening will be required from the subject property.

According to the PBEE Committee report (Report No. 12-93) dated September 17, 2012 regarding the Mixed-Use Nodes Urban Design Concept Plans, existing road medians located on Starwood Drive between Frasson Drive and Watson Parkway are to be removed to promote connectivity and pedestrian/cyclist movement. Starwood Drive will include on-street parking, on-street cycling facilities, street trees and other pedestrian facilities; while Watson Parkway will include on-street cycling facilities, street trees and other pedestrian facilities. The road cross-sections will also be designed to ensure comfort for cyclists/pedestrians. Under the Mixed-Use Nodes Urban Design Concept Plans, convenient and accessible connections between the Natural Heritage Trail System and the pedestrian circulation system within the node will be established. The plan will also provide attractive on-street Transit Node such as bus bays near the intersection of Starwood Drive and Watson Parkway, including upgraded amenities for transit users.

The Developer will be responsible for its share of the actual costs of the design and reconstruction of Starwood Drive and Watson Parkway in accordance with the City's cost-sharing policies.

## 2. Traffic Study, Access and Parking:

The *Traffic Impact Study Proposed Residential Development (Watson Parkway North – Starwood Drive Node, City of Guelph)* was prepared by R.J. Burnside & Associates Limited in October 2013. The vehicular access to the development is provided via two driveways onto Starwood Drive and one onto Watson Parkway. The two driveways along Starwood Drive are located about 80m and 150m (center line to center line) west of the intersection at Starwood/Watson with the westerly one aligned with the future driveway on the north side. The driveway along Watson Parkway is about 130m south of the same intersection. Full movements are permitted at all driveways with stop controls facing the driveways. All driveways have acceptable sight distances.

By the future horizon year 2019, all intersections in the study area are expected to operate with a satisfactory level of services under the assumption that the following operational and geometric modifications and improvements will be in place,

- the Starwood/Watson intersection will become a four-leg intersection with traffic signals;
- the Starwood/Watson intersection will have exclusive left turn lanes on all approaches, and an exclusive right turn lane on the west approach;
- Starwood Driveway will have two travel lanes, two bike lanes and two parking lanes;
- Watson Parkway will have four travel lanes and two bike lanes.

Our review of the driveway on Starwood Drive close to the Starwood/Watson intersection has suggested that this driveway does not align with the opposite library driveway and that the driveway movements may conflict with turning lane cueing. As such, we could support only a right-in-right out access at that location.

Details surrounding the driveway designs and the above noted operational and geometric modifications and improvements and sight triangle at the Starwood/Watson intersection, and cost sharing for operational and geometric improvements on adjacent roadways will be determined at the site plan application stage.

## 3. Municipal Services:

Under City contract 99-07, the subject property was pre-serviced with storm, sanitary and water service laterals.



## *Starwood Drive*

Existing services within the right-of-way along Starwood Drive are as follows:

- 825mm diameter storm sewer approximately 3.0m to 3.6m in depth;
- 1800mm x 1200mm concrete box culvert approximately 3.2m to 3.6m in depth;
- 2400mm x 1200mm concrete box culvert approximately 2.7m to 3.0m in depth;
- 450mm diameter sanitary sewer approximately 4.0m to 6.0m in depth;
- 525mm diameter sanitary sewer approximately 6.5m in depth;
- 300mm diameter watermain approximately 2.0m in depth.

## *Watson Parkway*

Existing services within the right-of-way along Watson Parkway are as follows:

- 2400mm x 1200mm concrete box culvert approximately 2.3m to 3.0m in depth;
- 525mm diameter sanitary sewer approximately 6.7m in depth;
- 300mm diameter watermain approximately 2.0m in depth.

Design and Construction/Infrastructure Technical Analyst have confirmed that adequate sanitary and water capacities are available to service the proposed development. The Infrastructure Technical Analyst has also indicated that “there is potential for marginal water supply pressures in development under certain conditions such as peak hour demand scenario at locations with elevation greater than 347.4 m height above mean sea level (AMSL) and average day demand scenario at locations with elevation greater than 340.1 m height AMSL in the existing water system.

Water pressure in the 300 mm diameter water main on Starwood Drive and Watson Parkway North under certain conditions such as peak hour demand scenario at locations with elevation at 347.4 m height above mean sea level (AMSL) could range from 38.0 to 42.0 psi (40 psi +/- 2.0 psi) and average day demand scenario at locations with elevation at 340.1 m height AMSL could range from 47.5 to 52.5 psi (50 psi +/- 2.5 psi) in the existing water system.”

### 3. Storm Water Management & Servicing:

With the proposed new development, an on-site stormwater management system may be required to control the quality of the stormwater, and this will be addressed as part of the Site Plan Application. A functional servicing report (FSR) will have to be submitted for review and approval as part of the site plan application. On November 6, 2013 a FSR was submitted by Gamsby and Mannerow Limited, to document the preliminary servicing requirements for the proposed residential development.

As noted within the City’s stormwater management criteria dated September 25<sup>th</sup> 2012, the City expects low impact development mechanisms (i.e. clean roof water runoff to be infiltrated) to be incorporated into the SWM design if soil conditions are conducive to infiltration technology.

In the Report there is an assumption that the existing SWM facility will address all the quantity and quality control objectives without referring to the original SWM facility Report. The City requires that all pertinent reports be thoroughly reviewed and referenced to formulate any stormwater quantity and quality control objectives. The City will provide all the pertinent reports available for review upon request.

A grading and servicing plan will have to be submitted for review and approval as part of the site plan application. Stormwater management will be further examined and comments provided once



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the SWM design has been finalized and submitted for site plan review. The cost of all the stormwater management works and quantity and quality controls will be the responsibility of the Developer.

#### 4. Environmental:

A Scoped Environmental Impact Study Report prepared by Natural Resource Solutions Inc. in November 2013 was submitted for review. Engineering recommends that the Developer shall at his/her expense implement and address all recommendations contained in the Scoped Environmental Impact Study.

Prior to approval of the official plan and zone change amendments, the Developer shall submit a Phase 1 Environmental Site Assessment in accordance with the Record of Site Condition regulation (O. Reg. 153/04 as amended), describing the current conditions of the property known municipally as 78 Starwood Drive to the satisfaction of the City.

If contamination is found, the consultant will determine its nature and the requirements for its removal and disposal at the Developer's expense.

Prior to issuance of any building permit for the property, the owner shall complete the following:

- a) file a Record of Site Condition (RSC) on the Ministry of the Environment (MOE) Environmental Site Registry for the property including certification by a Qualified Person as defined by O.Reg. 153/04 as amended, that the environmental condition of the property meets the appropriate MOE Site Condition Standards for the intended land use; and,
- b) Submit the MOE acknowledgment letter for the RSC to the satisfaction of the City.

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

#### 4. Recommended conditions of Approval:

We recommend the following conditions for approval of this proposed Official Plan Amendment/Zoning By-law Amendment:

1. Prior to approval of the official plan and zone change amendments, the Developer shall submit a Phase 1 Environmental Site Assessment in accordance with the Record of Site Condition regulation (O. Reg. 153/04 as amended), describing the current conditions of the property known municipally as 78 Starwood Drive to the satisfaction of the City. If contamination is found, the consultant will determine its nature and the requirements for its removal and disposal at the Developer's expense.
2. Prior to issuance of a building permit for the property, the Developer shall complete the following:
  - a) file a Record of Site Condition (RSC) on the Ministry of the Environment (MOE) Environmental Site Registry for the property including certification by a Qualified Person as defined by O.Reg. 153/04 that the environmental condition of the property meets the appropriate MOE Site Condition Standards for the intended land use; and,
  - b) Submit the MOE acknowledgment letter for the RSC to the satisfaction of the

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City.

3. That the Developer shall submit to the City, in accordance with Section 41 of The Planning Act, a fully detailed site plan, indicating the location of the buildings, building design, landscaping, parking, circulation, access, lighting, grading and drainage on the said lands to the satisfaction of the General Manager of Planning and the General Manager/City Engineer, prior to any construction or grading on the lands.
4. Prior to site plan approval and prior to any construction or grading on the lands, the Developer shall provide to the City, to the satisfaction of the General Manager/City Engineer, any of the following studies, plans and reports that may be requested by the General Manager/City Engineer:
  - a) a traffic impact and operations report;
  - b) a functional servicing report;
  - c) a stormwater management report and plans certified by a Professional Engineer in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment's "Stormwater Management Practices Planning and Design Manual" which addresses the quantity and quality of stormwater discharge from the site together with a monitoring and maintenance program for the stormwater management facility to be submitted;
  - d) a geotechnical report certified by a Professional Engineer that analysis the permeability and hydraulic conductivity of the soils and recommends measures to ensure that they are not diminished by the construction and development;
  - e) a grading, drainage and servicing plan prepared by a Professional Engineer for the site;
  - f) a detailed erosion and sediment control plan, certified by a Professional Engineer that indicates the means whereby erosion will be minimized and sediment maintained on-site throughout grading and construction.
5. The Developer shall, to the satisfaction of the General Manager/City Engineer, address and be responsible for adhering to all the recommended measures contained in the plans, studies and reports outlined in subsections 4 a) to 4 f) inclusive.
6. That the Developer pay its share, in accordance with the City's cost-sharing policies and to the satisfaction of the General Manager/City Engineer, of the actual cost of the following works:-
  - d) removal of the existing road medians on Starwood Drive between Frasson Drive and Watson Parkway and on Watson Parkway to promote connectivity and pedestrian/cyclist movement;
  - e) on-street parking, on-street cycling facilities, bus pads, street trees and other pedestrian facilities;
  - f) any turning lanes required at the site accesses.

Furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Developer shall pay to the City, the City's estimate of the Developer's share of the cost of the above noted works.

7. The Developer shall be responsible for the actual cost of any service laterals required for the



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- lands and furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of any service laterals.
8. That the Developer pay the actual cost of removing or decommissioning to the satisfaction of the General Manager/City Engineer, any existing sanitary sewers, storm sewers, manholes and/or watermains to the lands that are not going to be used for service laterals. Furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the Developer's share of the cost of the removals and decommissioning works.
  9. The Developer shall pay to the City the actual cost of the construction of the new driveway entrances and required curb cuts. Furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the construction of the new driveway entrances and required curb cuts.
  10. The Developer shall provide a 15.0-metre radius at the intersection of Starwood Drive and Watson Parkway North as part of the development, prior to site plan approval and prior to any construction or grading on the lands.
  11. The Developer shall prepare and implement a construction traffic access and control plan for all servicing and building construction to the satisfaction of the General Manager/City Engineer. Any costs related to the implementation of such a plan shall be borne by the Developer.
  12. That the Developer constructs, installs and maintains erosion and sediment control facilities, satisfactory to the General Manager/City Engineer, prior to any grading or construction on the lands in accordance with a plan that has been submitted to and approved by the General Manager/City Engineer.
  13. The Developer shall provide a qualified environmental inspector, satisfactory to the General Manager of Planning Services and the General Manager/City Engineer, to inspect the site during all phases of development and construction including grading, servicing and building construction. The environmental inspector shall monitor and inspect the erosion and sediment control measures and procedures, and compliance with the Environment Impact Study on a weekly or more frequent basis if required. The environmental inspector shall report on his or her findings to the City on a monthly or more frequent basis.
  14. That the Developer constructs the new buildings at such an elevation that the lowest level of the new buildings can be serviced with a gravity connection to the sanitary sewer.
  15. That the Developer grades, develops and maintains the site including the storm water management facilities designed by a Professional Engineer, in accordance with a Site Plan that has been submitted to and approved by the General Manager/City Engineer. Furthermore the Developer shall have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system and that the storm water management system was built as it was approved by the City and that it is functioning properly.

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16. That the Developer will ensure that all boreholes and monitoring wells installed for hydrogeological or geotechnical investigations are properly decommissioned in accordance with current Ministry of the Environment regulations (O.Reg. 903 as amended) and to the satisfaction of the General Manager/City Engineer, prior to site plan approval and prior to any construction or grading on the lands.
17. The Developer acknowledges that the City does not allow retaining walls higher than 1.0-metre abutting existing residential properties without the permission of the General Manager/City Engineer.
18. The Developer shall pay to the City the cost of installing bus stop pads at locations to be determined by Guelph Transit.
19. That all electrical services to the lands are underground and the Developer shall make satisfactory arrangements with Guelph Hydro Electric Systems Inc. for the servicing of the lands, as well as provisions for any easements and/or rights-of-way for their plants, prior to site plan approval and prior to any construction or grading on the lands.
20. That the Developer makes satisfactory arrangements with Union Gas for the servicing of the lands, as well as provisions for any easements and/or rights-of-way for their plants, prior to site plan approval and prior to any construction or grading on the lands.
21. The Developer shall ensure that all telephone service and cable TV service on the Lands shall be underground. The Developer shall enter into a servicing agreement with the appropriate service providers for the installation of underground utility services for the Lands, prior to site plan approval and prior to any construction or grading on the lands.
22. That prior to site plan approval and prior to any construction or grading on the lands, the Developer shall enter into a Site Plan Control Agreement with the City, registered on title, satisfactory to the City Solicitor and the General Manager/City Engineer, covering the conditions noted above.

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**Mary Angelo, P. Eng.**  
Acting Manager of Transportation  
Planning and Development Engineering

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**Julius J. Bodai, C.E.T.**  
Engineering Technologist III



# STAFF REPORT



400 Clyde Road, P.O. Box 729, Cambridge, ON N1R 5W6  
Phone: 519-621-2761 Toll free: 866-900-4722 www.grandriver.ca

RECEIVED

JUL 02 2014

PBEE

June 26<sup>th</sup>, 2014

City of Guelph  
1 Carden Street  
Guelph, Ontario N1H 3A1

ATTN: Chris DeVriendt, Senior Development Planner

Re: GRCA Comments on Environmental Impact Study  
Watson-Starwood Proposed Residential Development, Guelph, ON  
Proposed Official Plan Amendment – OP1304  
Proposed Zoning Bylaw Amendment – ZC1315

The Grand River Conservation Authority (GRCA) has reviewed the revised Environmental Impact Study dated May 2014 in support of the proposed rezoning and official plan amendment applications. At this time the GRCA would have no objection to the proposed Official Plan and Zoning Bylaw Amendment.

#### Trail

We have reviewed the three options for a potential trail on and adjacent to the subject property. Currently the information provided in the Environmental Impact Study (EIS) does not provide sufficient details to support the proposed City trail location, nor does it supply sufficient information to support a trail as shown in OPA 48. Details on the suggested trail location provide conflicts within the Environmental Impact Study in that intrusions would occur within the passive amenity area based on the trail locations shown. We would request that the proponent provide additional details on the trail and routes be provided as part of the Environmental Implementation Report (EIR).

#### Setbacks

We have reviewed the setbacks provided as part of the EIS.

- We would request that the proponent explore as part of the EIR locations along the property line (berm) which may allow for surface drainage and runoff to contribute towards the wetland area. This would require some grading works within the 5 metre setback, but would be limited and only occur at select points. We acknowledge that authorization from the adjacent landowner may be required.
- Details on enhancements within the 10 metre restoration area/development limit will be required as part of the EIR.
- We would request additional details on the 30 metre wetland buffer being used as an active amenity area, details on the mitigation measures will be required as part of the EIR.

# STAFF REPORT

## Infiltration

We would request the proponent provide additional details as part of an EIR and detailed design on the proposed infiltration gallery.

Should you have any questions or comments please feel free to contact the undersigned at 519-621-2763 ext. 2236

Yours truly,



Nathan Garland  
Resource Planner  
Grand River Conservation Authority

cc: Coletara Development c/o Starwood-Watson Holdings Inc., 966 Pantera Drive, Suite 22,  
Missassauga, ON L4W 2S1  
Ryan Archer, NRSI, 225 Labrador Drive, Unit 1, Waterloo, ON N2K 4M8  
Angela Kroetsch, 330 Trillium Drive, Unit D, Kitchener, ON N2E 2K6  
Adèle Labbé, City of Guelph  
Jyoti Pathak, City of Guelph



# STAFF REPORT



## NATURE GUELPH

P.O. Box 1401, Guelph, ON N1H 6N8  
www.natureguelph.ca

Chris DeVriendt,  
Planning, Building, Engineering and Environment  
City of Guelph

February 17, 2014

### Re: 78 Starwood Drive - Proposed Official Plan & Zoning By-law Amendments

We have reviewed the Scoped Environmental Impact Study for the above property written by Natural Resources Solutions Inc. Nov. 2013 and offer the following comments:

We support this study and its conclusions with respect to the anticipated impacts and mitigation measures for the proposed development of this property.

We do want to point out that two errors we identified in the Environmental Impact Study prepared by Natural Resource Solutions Inc. for the planning application for 55 and 75 Cityview Drive (Cityview Drive Property) are repeated in this Scoped EIS. These include:

- On page 21, under Mineral Cultural Savannah (SVDM3), the scientific name given for the species Butter-and-Eggs is *Commandra umbellata*. However, the correct name is *Linaria vulgaris*.
- On page 22, under Buckthorn Deciduous Shrub Thicket (THDM2-6), two sedge species are listed which are almost certainly incorrect. These are: *Carex alopecoidea* and *Carex houghtoniana*. *C. alopecoidea* is known from only a few locations in the county in undisturbed wetlands while *C. houghtoniana* is a more northern species not found in Wellington County.

Thank you for the opportunity to comment.

Sincerely,

Pete Kelly, President  
Charles Cecile, Environment Comm.  
Nature Guelph

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## ATTACHMENT 13 Public Notification Summary

November 12, 2013	Application received by the City of Guelph
December 9, 2013	Application deemed complete
December 19, 2013	Notice of Complete Application mailed to prescribed agencies and surrounding property owners within 120 metres
February 20, 2014	Notice of Public Meeting advertised in the Guelph Tribune
February 21, 2014	Notice of Public Meeting mailed to prescribed agencies and surrounding property owners within 120 metres
March 17, 2014	Statutory Public Meeting of City Council
March 24, 2014	Notice of application sent to expanded area surrounding subject property further to City Council direction
November 19, 2014	Notice of Decision Meeting sent to parties that commented or requested notice
December 8, 2014	City Council Meeting to consider staff recommendation