

PLANNING JUSTIFICATION **BRIEF**

OFFICIAL PLAN AMENDMENT and
ZONING BY-LAW AMENDMENT

140 Hadati Road
City of Guelph

Date:

July 2022

Prepared for:
Dotty Lake Retreats Inc.

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Our File 21351A

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Dotty Lakes Retreats Inc. (the “Owner”) to provide a planning opinion regarding an Official Plan and Zoning By-law Amendment to permit a residential development (“development”) on the lands municipally addressed as 140 Hadati Road (“the subject lands”). The purpose of this Planning Justification Report is to provide a planning summary and analysis of the relevant policy framework, planning considerations, and technical studies required to support the Official Plan and Zoning By-law Amendment application.

The subject lands comprise a total of 0.2537 hectares and are located on the east side of Hadati Road between Leacock Avenue and Upton Crescent. The location of the subject lands are illustrated on **Figure 1**. The lands are currently developed with a single tenant commercial building and surface parking. The owner proposes to redevelop the lands by demolishing the existing building and replacing it with a new stacked townhouse building with 24 units, surface parking and a common outdoor amenity area.

This Planning Report has been prepared for submission to the City of Guelph and includes the following:

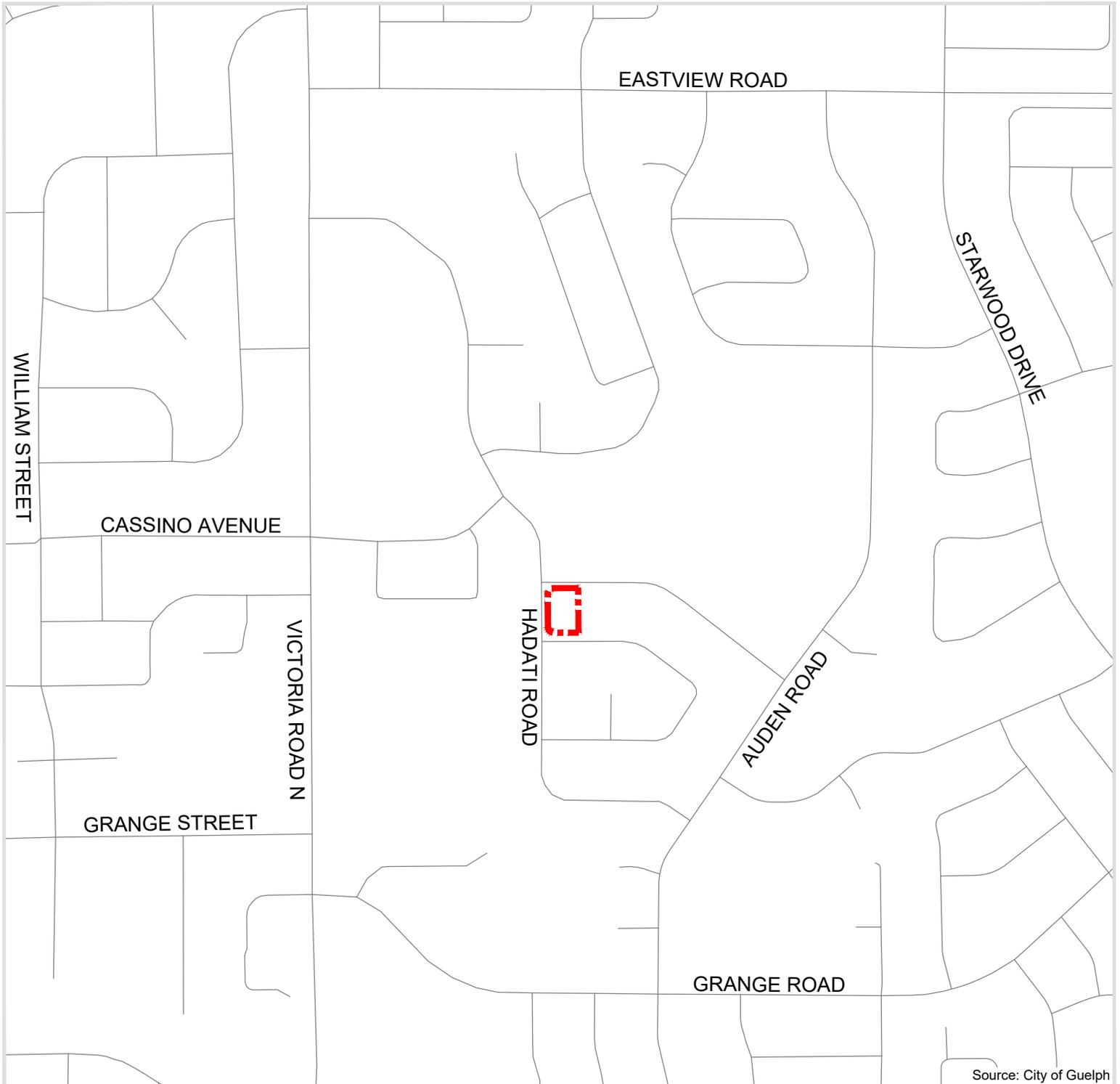
- An introduction and general description of the subject lands, surrounding land uses and existing conditions to provide an understanding of the locational context;
- A description of the overall development concept and proposed Official Plan and Zoning By-law Amendment;
- A review and assessment of the Provincial and Municipal policy framework in relation to the proposed redevelopment; and,
- A review and summary of other technical reports prepared in support of the proposed planning application.

An Official Plan and Zoning By-law Amendment is required to permit the proposed development.

1.1 Complete Application

Several discussions were held between the owner and municipal staff, and the proposed plans were provided for circulation to internal staff and external agencies. City staff identified the following submission requirements:

1. Completed Application Form and Application fees;
2. Conceptual Site Plan;
3. Planning Justification Report, including:
 - a. Draft Official Plan Amendment
 - b. Draft Zoning Bylaw Amendment;
 - c. Affordable Housing Analysis;



Source: City of Guelph

**Figure 1
Location Plan**

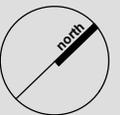
LEGEND
 Subject Lands

DATE: July 2022

FILE: 21351A

SCALE: 1:7,500

DRAWN: CAC



K:21351A - 140 HADATI RD/RPT/LOCATION.DWG

140 Hadati Rd
City of Guelph

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
200-540 BINGEMAN'S CENTRE DR. KITCHENER, ON, N2B 3X9
P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

- d. Community Energy Initiative Analysis;
4. Urban Design Brief;
5. Building Elevations;
6. Functional Servicing Report and Stormwater Management Report;
7. Traffic Geometric Plan;
8. Conceptual Site Servicing, Grading and Erosion and Sediment Control Plans;
9. Geotechnical Report;
10. Noise Feasibility Study;
11. Phase I Environmental Site Assessment;
12. Tree Inventory & Preservation Plan; and
13. Section 59 Policy Applicability Analysis.

The reports have been included with the submission. Summaries of the Reports are included in **Section 5** of this Report.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are municipally addressed as 140 Hadati Road and are located in the City of Guelph. The lands have frontage on Hadati Road, Leacock Avenue and Upton Crescent.

The lands are located in the southeast portion of the City, generally east of Victoria Road North, north of Highway 7 and southeast of Eramosa Road. Hadati Road serves as a collector road for the residential area, with a connection to Victoria Road and a terminus at Auden Road. Leacock Avenue and Upton Crescent are local streets that each connect with Hadati Road and that generally provide access to the existing residential properties in the area.

Peter Misersky Park is located to the north, with access from Hadati Road, while St. James Catholic High School is located to the west, including several outdoor sports fields. The Victoria Road Recreation Centre is located to the northwest, with frontage on Hadati Road at its intersection with Victoria Road.

Please refer to **Figure 2** for the Site Context Plan which shows the subject lands, surrounding uses and the transit and active transportation networks in the immediate surrounding area.

Figure 2

Context Plan

140 Hadati Rd
City of Guelph

LEGEND

- Subject Lands
- 400m Radius (5 min Walking Dist.)
- 800m Radius (10 min Walking Dist.)
- Bike Lane
- Trail
- Victoria Rd Rec Centre Route #13
- Grange #14
- Woodlawn Watson
Watson Woodlawn #17 & #18
- Transit Stop



Date: July 2022

Scale: NTS

File: 21351A

Drawn: CAC



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The surrounding area includes a broad mix of land uses including residential, employment and commercial and are generally described below:

NORTH: Immediately to the north of the subject lands are a series of residential dwellings along Leacock Avenue. Behind those dwellings is the Park, with a trail system connecting to Hadati Road.

EAST: To the east of the subject lands are additional low-rise dwellings, including two properties that immediately abut the subject lands.

SOUTH: To the south are dwellings that front on Upton Crescent or Hadati Road.

WEST: To the west on the opposite side of Hadati Road are low-rise residential dwellings and behind those dwellings, the Catholic High School.

Guelph Transit: Route 13 – includes bus stops on Hadati Road near the subject lands. Route 13 provides access to the City's Downtown via Eramosa Road.
Route 17/18 provides access throughout the City including to the northwest employment area and to Stone Road Mall.

In summary, the subject lands are located in an area that contains predominantly residential uses, with parks and a high school. Multi-storey apartment buildings are located further to the north on Hadati Road across from the Community Centre.

3.0 DESCRIPTION OF PROPOSAL

The owner is proposing to demolish the existing building on the site and develop a new stacked townhouse building. The building includes 24 units, with 2 or 3 bedrooms, each with their own exterior entrance. The 3.5 storey building is located at the front of the site, along Hadati Road, with surface parking to the rear and a common outdoor amenity space on the corner of the site closest to Upton Crescent.

Access to the development is proposed from two driveways in the same general location as the two existing driveways from Leacock Avenue and Upton Crescent. Both driveways are located close to Hadati Road, which would be the main exit road from the area, out to Victoria Road. A total of 26 parking spaces are proposed, including one space for each unit and two visitor parking spaces.

Pedestrian connections are provided from both Upton Crescent and Leacock Avenue. The building entrances face Hadati Road, with direct pedestrian connections proposed to the public sidewalk. A 3 metres landscape buffer has been provided adjacent to the two residential properties to the north and screening will be used to ensure the car headlights do not trespass onto the adjacent lands.

The site plan is included as **Figure 3** in the report and a copy of the floor plans and elevations can be reviewed in the Urban Design Brief that accompanies this application.

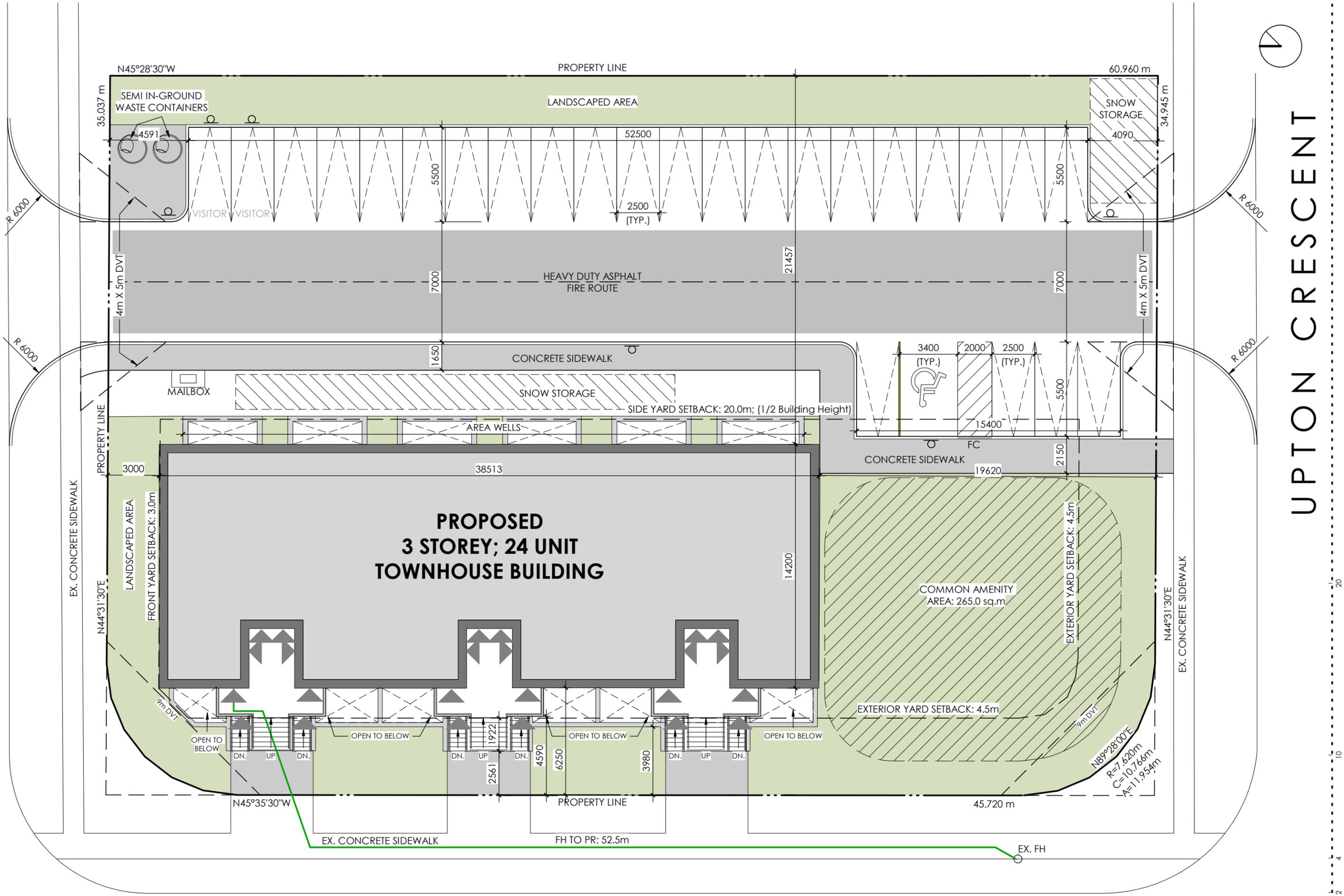
LEACOCK AVE

UPTON CRESCENT

HADATI ROAD



PROJECT NO. 2022-087
140 HADATI ROAD



**PROPOSED
3 STOREY; 24 UNIT
TOWNHOUSE BUILDING**

COMMON AMENITY
AREA: 265.0 sq.m

Figure 3
Site Plan

SITE PLAN

1:200
2022.07.08

4.0 PLANNING ANALYSIS

This section of the report reviews the applicable land use policy framework as it applies to the subject lands and how the proposal is consistent with, and/or conforms to, this framework.

4.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 (PPS) was issued by the Province of Ontario in 2020, under Section 3 of the Planning Act. The PPS provides a vision and the policy framework for matters of provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land in Ontario. All land use planning decisions made by any authority that effects planning matters must be consistent with the PPS.

The PPS provides a vision for land use planning in Ontario that encourages the efficient use of land, resources and public investment in infrastructure. A mix of land uses are encouraged to provide choice and diversity. A variety of transportation modes to facilitate pedestrian movement, less reliance on the automobile, and use of public transit is encouraged as a means of creating more sustainable, livable and healthy communities. The PPS encourages development that will provide for long-term prosperity, environmental health and social well-being.

The following is an analysis of the proposed development in the context of the policies of the PPS.

Section 1.1.1 of the PPS provides direction for creating healthy, livable and safe communities.

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

The proposed development includes residential uses and represents the efficient use of an underutilized site by providing housing supply that is not readily available in the immediate area. The lands are already serviced, have excellent access to transit, nearby parks and the broader road network.

Section 1.1.2 of the PPS states that sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

The subject lands are located within the City's Built-Up Area, where intensification is planned and encouraged.

Section 1.1.3 of the PPS provides that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.3 states that Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The lands are located within the Built-Up Area along a Collector Road. The proposed stacked townhouse development represents context sensitive intensification by providing a different low-rise housing option within an existing residential neighbourhood.

Section 1.4 of the PPS directs municipalities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. This includes providing a range of housing forms, and all forms of residential intensification, directing new housing development towards areas with appropriate levels of infrastructure and public service facilities, and promoting densities that efficiently use land, resources and infrastructure and support active transportation and transit and also utilize existing infrastructure.

As discussed, the lands are currently underutilized, containing a single tenant commercial building and surface parking lot. The proposed stacked townhomes include two and three bedroom designs that will appeal to a broad demographic, including families seeking an alternative housing form that is more attainable than single detached dwellings.

In summary, the proposed Official Plan and Zoning By-law Amendment is consistent with the Provincial Policy Statement.

4.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (A Place to Grow) was approved on May 16, 2019, and amended in 2020. The Growth Plan represents the long-term framework for implementing Ontario's vision for building strong, prosperous communities and managing growth within the Greater Golden Horseshoe. All land use planning decisions made by any authority that effects planning matters must conform to the Growth Plan.

The Growth Plan is guided by the principles of supporting the achievement of complete communities; intensification and higher densities to make efficient use of land and infrastructure and support transit viability; capitalizing on new economic and employment opportunities while providing certainty for traditional industries; supporting a range and mix of housing options; improving the integration of land use planning with investment in infrastructure and public service facilities; managing growth; conserving and promoting cultural heritage; protecting and enhancing natural heritage and agriculture; and integrating climate change considerations into planning and managing growth.

Section 2.2.1 provides direction for Managing Growth.

The Growth Plan states that forecasted growth will be allocated based on the following:

- a) The vast majority of growth will be directed to settlement areas that:
 - i) have a delineated built boundary;
 - ii) have existing or planned municipal and wastewater systems; and
 - iii) can support the achievement of complete communities.

- c) Within settlement areas, growth will be focused in:
 - i) delineated built-up areas;
 - ii) strategic growth areas;

- iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
- iv) areas with existing or planned public service facilities.

The subject lands are located within the City's Built-Up Area.

Section 2.2.1.4 of the Growth Plan states that applying the policies of the Growth Plan will support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities. Complete communities are defined as:

Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

The subject lands are located within an existing neighbourhood that contain a range of community uses, including parks, trails, recreation facilities, schools and commercial uses. These uses are within walking distance of the subject lands. Additional community uses are accessible via transit, including a bus stops in close proximity to the subject property.

Section 2.2.4 also states that lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive, supportive of active transportation and provide a range and mix of uses and activities. It is our opinion, that the proposed stacked townhouse development is well situated to take advantage of and support alternative transportation options, including the existing transit routes.

In conclusion, the subject lands are located in the City's Built-Up Area, close to a range of commercial, open space and recreational uses, as well as an established network of public transit and active transportation trails. The proposed development will broaden the supply of housing in the area, by offering a different choice, with units suitably sized for a wide demographic including families.

In summary, the proposed Official Plan and Zoning By-law Amendment conforms to the Growth Plan for the Greater Golden Horseshoe.

4.3 City of Guelph Official Plan

Amendment No. 48 to the "City of Guelph Official Plan Envision Guelph - Official Plan Update Phase 3" was adopted by Guelph City Council on June 25, 2012, approved by Minister of Municipal Affairs and Housing on December 11, 2013, and by the Ontario Municipal Board on October 5, 2017. This document constitutes the Official Plan for the City of Guelph and is referred to as the "Official Plan" or the "Plan" herein. The following outlines the applicable Schedules as contained in the Official Plan:

Map	Map Title	Designation
Schedule 1: Growth Plan Elements		Built-Up Area (please refer to Figure 4)
Schedule 2: Land Use Plan		Low Density Residential (please refer to Figure 5)
Schedule 5: Road & Rail Network		Hadati Road is a Collector Road (please refer to Figure 6)

4.4.1. Built-Up Area and General Intensification

The Official Plan plans for and anticipates that significant portions of new residential and employment growth will be accommodated within the built-up area through intensification. The Plan provides additional policy direction for intensification and the accommodation of growth within the built-up area. More specifically, the Plan states that:

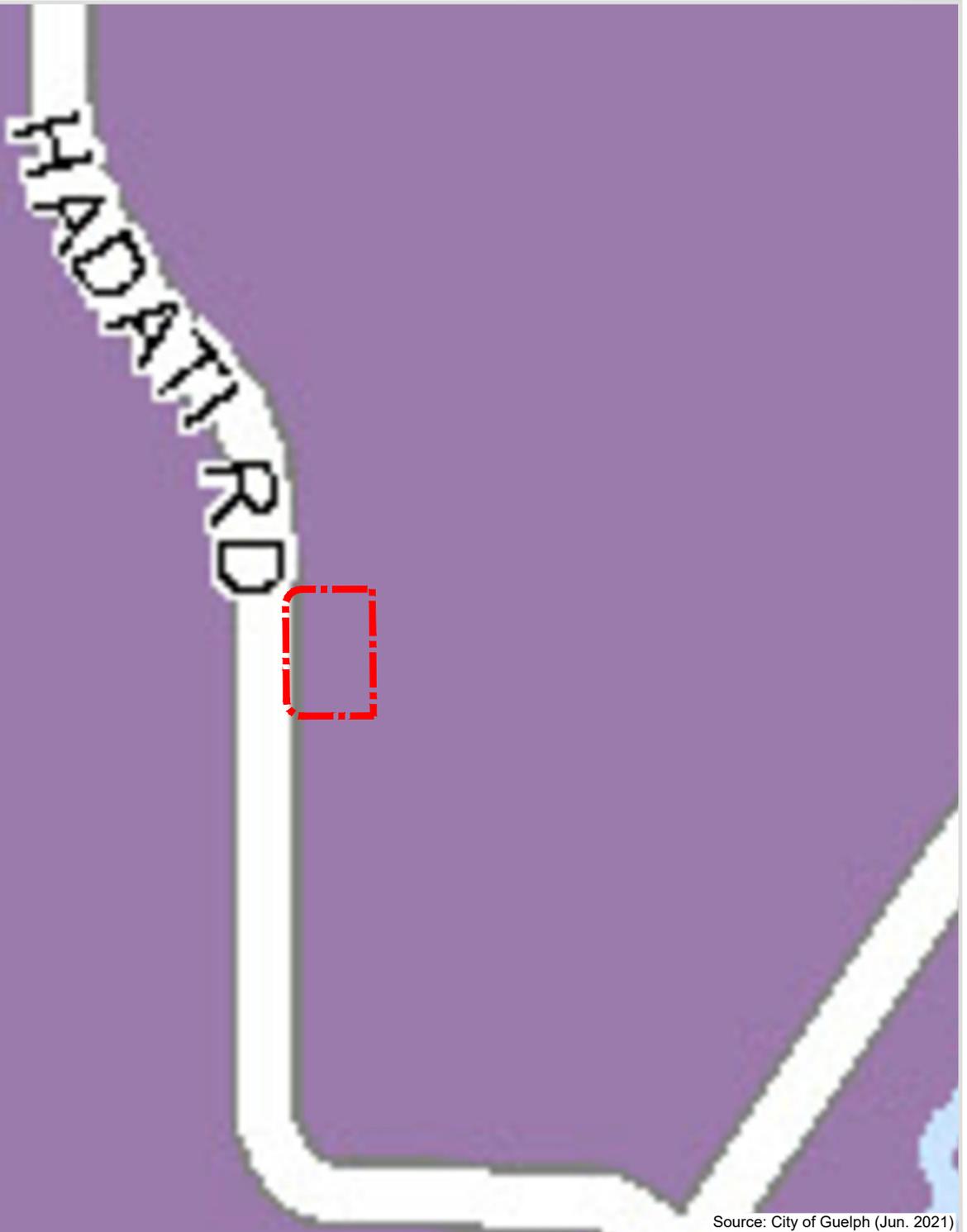
- Vacant or underutilized lots, greyfield, and brownfield sites will be revitalized through the promotion of infill development
- A range and mix of housing will be planned, taking into account affordable housing needs and encouraging the creation of additional residential dwelling units
- Intensification of areas will be encouraged to generally achieve higher densities than the surrounding areas while achieving an appropriate transition of built form to adjacent areas

Greyfield is defined in the glossary as ‘previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.’

The subject lands represent a greyfield – as an underutilized commercial property that is appropriately sized and located to accommodate infill intensification. The surrounding area contains predominantly low-rise housing – there is not a mix or variety of housing that offers choice for future residents looking to move into the neighbourhood. The proposed stacked townhomes will offer a different housing form, with unit sizes that allow for families and smaller households to move into the neighbourhood without the financial costs typically associated with single detached dwellings. The lot is suitably sized to allow for building placement and appropriate separation from the adjacent lands to the north. The lot fronts onto 3 streets, offering physical separation to the west, east and south from other surrounding lands.

4.4.2 Road Network

Hadati Road is designated as a Collector Road on Schedule 5 to the Official Plan. Collector roads are intended to move low to moderate volumes of traffic within specific areas of the city and collect local traffic for distribution to the arterial or provincial highway system. In this case, Hadati Road connects with Victoria Road, which is an Arterial Road. The traffic generated by the proposed stacked townhouse development would disperse directly to Hadati Road, which is intended to collect traffic from the area. The accesses are proposed from the two local streets to preserve the function of Hadati as a collector road, and to allow for the building to be placed closer to the street, which provides additional physical separation from the low-rise properties to the north.



Source: City of Guelph (Jun. 2021)

Figure 4
**City of Guelph
 Official Plan -
 Schedule 1:
 Growth Plan
 Elements**

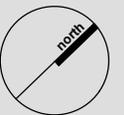
- LEGEND**
-  Subject Lands
 -  Built-Up Area

DATE: July 2022

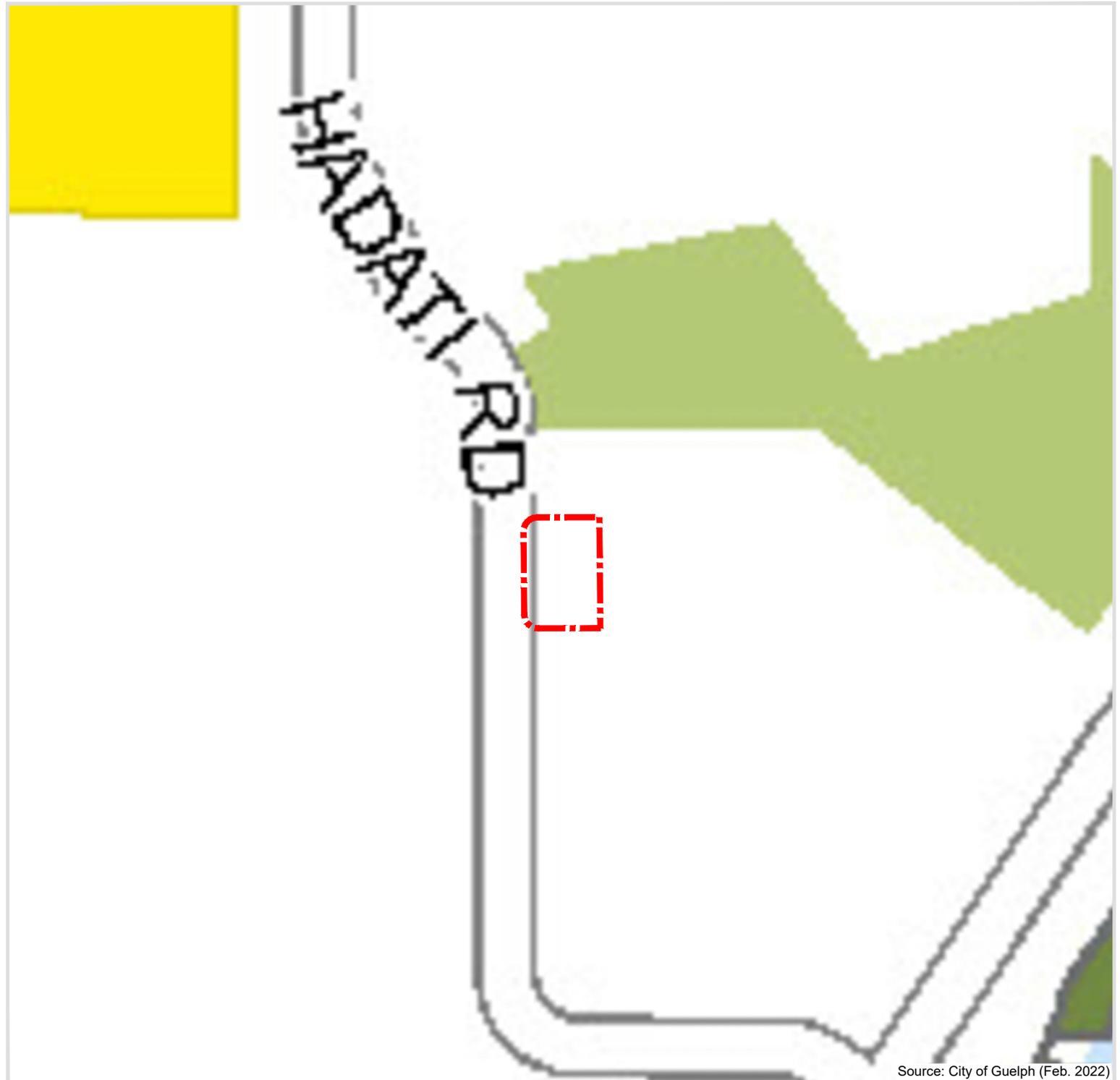
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Source: City of Guelph (Feb. 2022)

Figure 5
**City of Guelph
 Official Plan -
 Schedule 2:
 Land Use Plan**

LEGEND



Subject Lands



Low Density Residential



Medium Density Residential



Open Space and Park



Significant Natural Areas & Natural Areas

DATE: July 2022

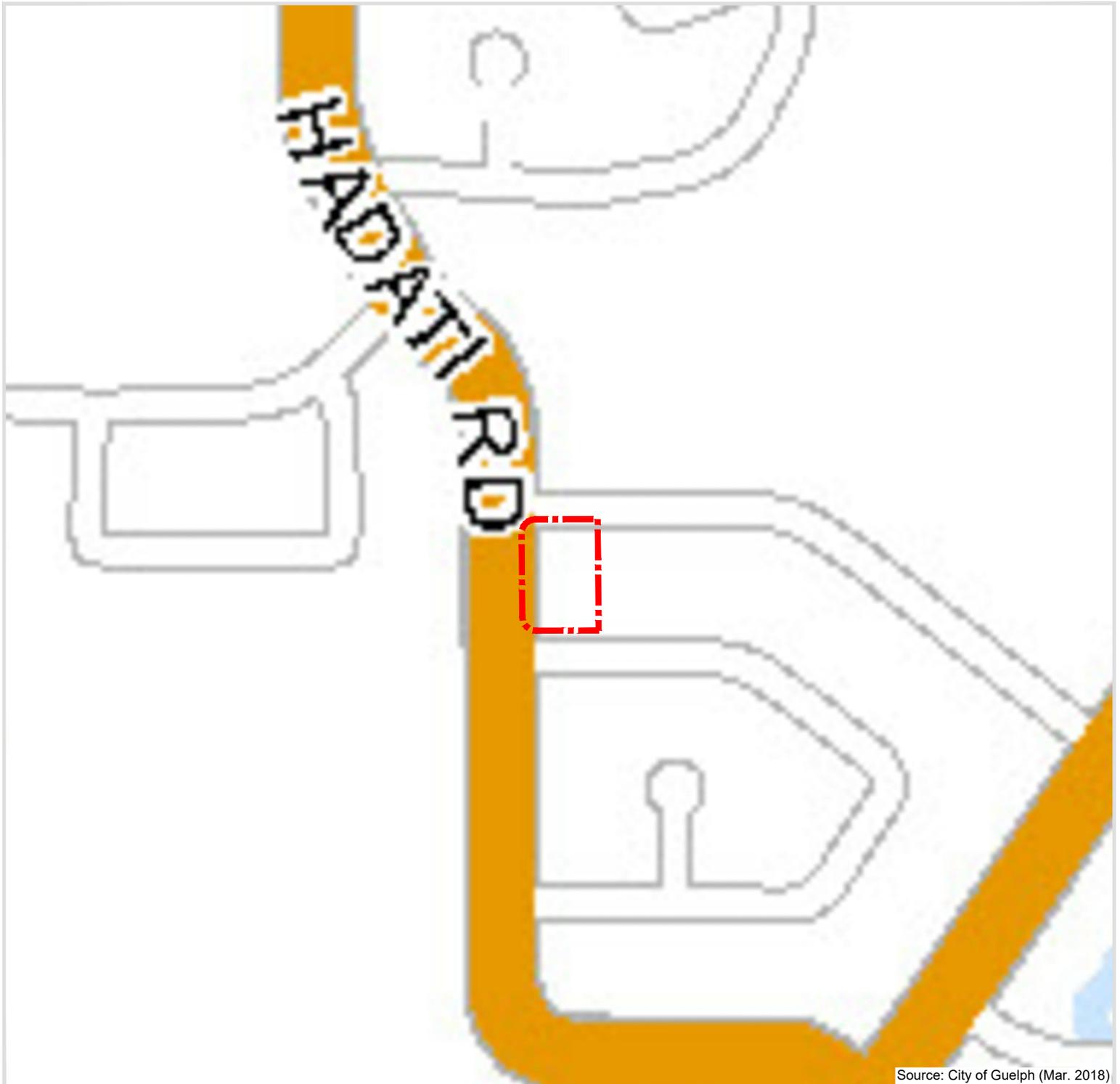
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Source: City of Guelph (Mar. 2018)

Figure 6
**City of Guelph
 Official Plan -
 Schedule 5:
 Road & Rail Network**

LEGEND

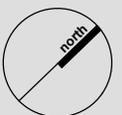
-  Subject Lands
-  Existing Collector Road
-  Existing Local Road

DATE: July 2022

FILE: 21351A

SCALE: 1:3,000

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4.4.3 Residential Policies

The lands are designated Low Density Residential in the Official Plan. The Official Plan contains general residential policies that apply to all of the designations, establishing the objectives for residential development within the City. The applicable objectives are summarized below:

- To facilitate the development of a full range of housing types, affordability, densities and tenure to meet a diversity of lifestyles and the social needs, health and well-being of current and future residents, throughout the city;
- To provide for higher densities of residential development in appropriate locations to ensure that transit-supportive densities, compact urban form, walkable communities and energy efficiencies are achieved;
- To maintain the general character of built form in existing established residential neighbourhoods while accommodating compatible residential infill and intensification;
- To promote innovative housing types and forms in order to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups;
- To ensure that existing and new residential development is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling or the use of transit.

Section 9.3.1.1 of the Plan includes criteria that are used to evaluate development proposals for multi-unit residential development within all of the residential designations and for intensification proposals within existing residential neighbourhoods. The following table includes the criteria and an assessment of the development against the criteria.

Criteria	Assessment of Proposed Development
Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity	The building has been situated closer to Hadati Road to provide separation from the adjacent dwellings on Leacock Avenue and Upton Crescent. There are other buildings on the opposite side of Hadati Road that are oriented to the street.
Proposals for residential lot infill will be compatible with the general frontage of lots in the immediate vicinity	The lot exists and no reduction is proposed. It is one of the larger parcels in the area and is appropriately sized for the proposed development.
The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit	The lands are located in an established area, with parks and trails. The Catholic high school is immediately to the southeast. There is existing transit along Hadati Road including nearby bus stops. A multi-unit commercial plaza is located at the intersection of Victoria Rd and Grange Rd, less than 500 metres from the subject lands.
Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections	The lands front upon a Collector Road, which is intended to carry higher volumes of traffic. The cars exiting the site would have direct access to Hadati Road and from there, Victoria Rd, which is an Arterial Road.

Vehicular access, parking and circulation can be adequately provided and impacts mitigated	Vehicular access already exists to the site from both Leacock Ave and Upton Cres. The same access locations (approximately) will be used for the new development. Circulation is efficient through the site, and parking is provided for both residents and visitors.
That adequate municipal infrastructure, services and amenity areas for residents can be provided	The lands have existing services and no upgrades to the existing infrastructure are required.
Surface parking and driveways shall be minimized	The two existing driveways will be repurposed. Parking is provided for the residents and visitors to the rear of the building.
Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable	No changes to the road network are proposed. Pedestrian connections are provided from all three streets into the site and in the case of Hadati Road, directly into the units.
Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing	The site has been designed to ensure stormwater is managed without impacts to adjacent properties. The building is situated a significant distance from the two adjacent residential properties to minimize impacts and at only 3.5 storeys, shadows will be minimal.
The development addresses public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System, where applicable	The lands are located in close proximity to existing parks and open space, including multiple trails and Hadati Creek
The conservation and integration of cultural heritage resources, including identified key public views can be achieved subject to the provisions of the Cultural Heritage Resources Section of this Plan.	This criterion does not apply

Low Density Residential Designation

The Low Density Residential designation permits the following housing types:

- I. Detached, semi-detached and duplex dwellings; and
- II. Multiple unit residential buildings such as townhouses and apartments.

The Plan notes that the ‘Built-up area is intended to provide for development that is compatible with existing neighbourhoods while also accommodating intensification to meet the overall intensification target for the built-up area.’ The Low Density Residential designation permits a maximum height of 3 storeys and a maximum density of 35 units per hectare. Although height and density bonusing is being phased out of the Planning Act and the City proposes to remove the related policies in their Official Plan through Official Plan Amendment No. 80, bonusing policies were included in the City’s Official Plan which would permit an increase in height to 6 storeys and an increase in density to 100 units per hectare, provided the lands were located on an arterial or collector road. The subject lands would have met this policy test, but are proposing less than 6 storeys and less than 100 units per hectare.

In terms of permitted land uses, the proposed stacked townhomes represent a multi-unit residential building that is less intense than an apartment, and similar in massing to 3 a storey townhome. The use is permitted. However, an amendment to the Official Plan is required to permit a minor increase in height and an increase in density.

Affordable Housing

Section 7.2.1 of the Official Plan includes objectives regarding affordable housing. With regard to the subject lands, the following objectives are applicable:

- To encourage and support the development of affordable housing throughout the city by planning for a range of housing types, forms, tenures and densities;
 - The proposed development provides for a different housing choice in an area that contains low-rise residential homes on individual lots. The provision of the stacked townhomes, with a range of unit sizes, offers choice to future residents, allowing them to reside within an existing developed area of the city, close to schools, trails, transit, open space and supporting commercial uses.
- To ensure that an adequate supply, geographic distribution and range of housing types including affordable housing and supporting amenities, are provided to satisfy the needs of the community and to support an affordable lifestyle.
 - As discussed earlier, the provision of stacked townhouse units, with a range of unit sizes broadens the range of housing available in this area of the City.

It is also important to note that the average sale price for a residential dwelling in Guelph in April 2022, was \$950,000. The proposed stacked townhouse units will offer suitably sized units for households, including families at a price lower than the average sale price in the City.

4.4.4 Official Plan Amendment

The Official Plan Amendment proposes a Special Policy Area to:

1. Permit a maximum height of 4 storeys and 12 metres
2. Permit a maximum density of 95 units per hectare.

4.4.5 Official Plan Summary

The Official Plan Amendment proposes an increase in density for the subject lands, and a minor increase in height. The lands are located on a collector road in an area with parks, trails, schools, commercial and public transit. The proposed redevelopment satisfies the criteria in the Official Plan for intensification in the built-up area and provides a new form of housing, with family sized units to allow residents to move into the neighbourhood without the need to purchase a single detached dwelling.

The building has been situated on the site to provide physical separation from the adjacent residential lots and a represents a context sensitive form of intensification that will assist the City in meeting their intensification targets.

4.5 City of Guelph Zoning By-law

The lands are zoned Convenience Commercial (C-1) (please refer to **Figure 7**). Residential units are permitted in the C-1 zone, within a mixed-use building. As the proposed development does not include commercial uses, an amendment to the Zoning Bylaw is required. The Zoning Bylaw Amendment proposes to rezone the lands from C-1 to the Residential Cluster Townhouse (R.3A) zone with site specific provisions. The R.3A zone permits:

- Maisonette dwelling
- Stacked Townhouse
- Cluster Townhouse

All three are defined in the Bylaw. A 'Stacked Townhouse' is defined as:

1 building or structure containing 2 townhouses divided horizontally; one atop the other.

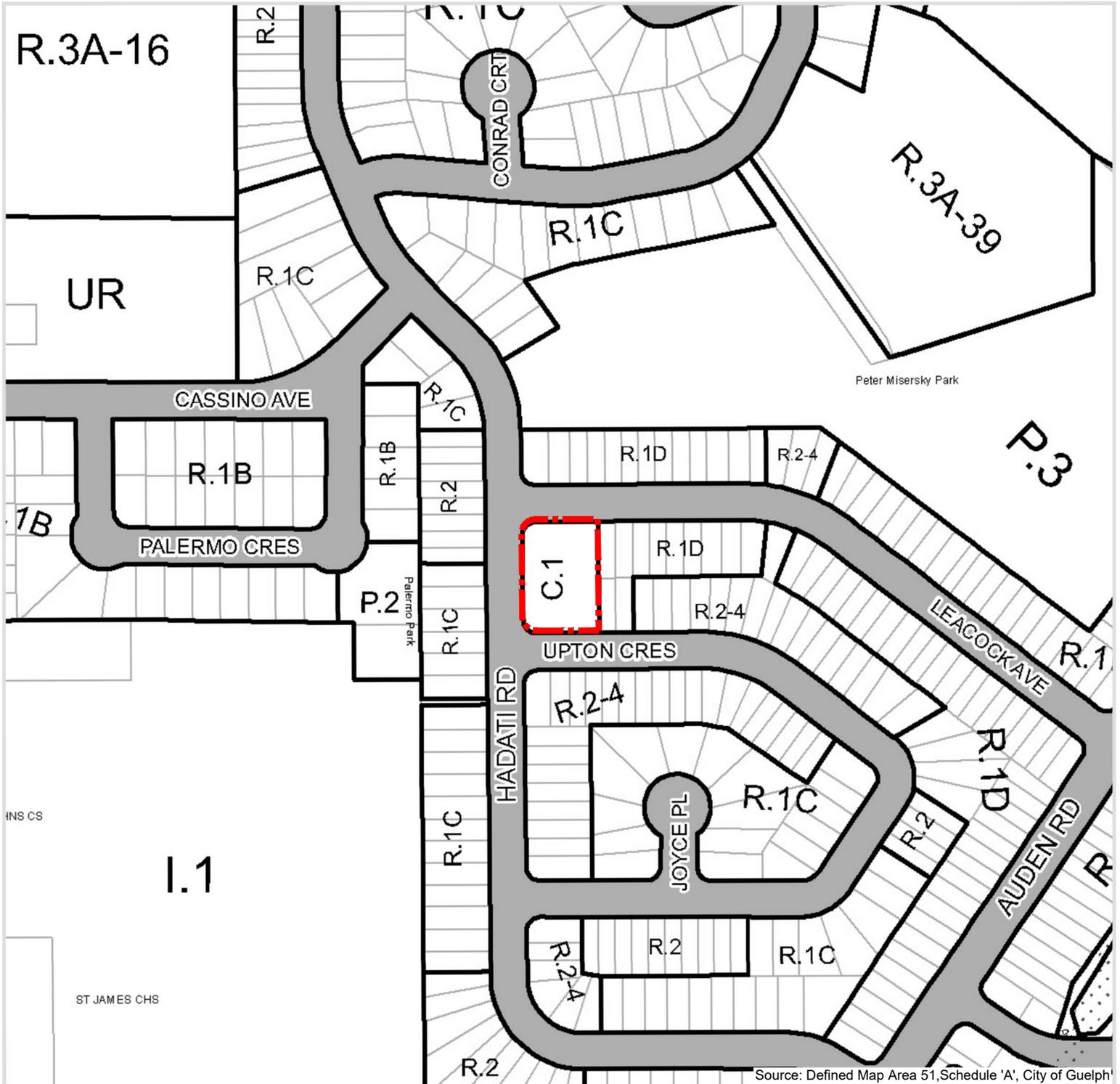
A 'Multiple Attached Dwelling's defined as:

A building consisting of 3 or more dwelling units which are horizontally and vertically attached, which are entered from an independent entrance directly from the outdoors or from an internal hall or corridor and which share common facilities such as common amenity area, parking and driveways.

The proposed built form is consistent with the definition of 'multiple attached dwelling.' Although the Bylaw defines the use, it is not permitted in any zone. As such, the Zoning Bylaw Amendment proposes to add 'Multiple Attached Dwelling' to the list of permitted uses in the R.3A zone.

The following table includes the requirements in the R.3A zone and how the project does or does not comply with the By-law requirement. Where an amendment to the By-law is required, it is bolded within the table:

Regulation	Required	Provided
Lot Area (min)	1,000 m ²	2,537.39 m ²
Lot Area per dwelling unit (min)	150 m ²	105 m²
Lot Frontage (min)	18 m	41.7 m
Front Yard (min)	6 m	20.1 m (Upton Cres) 3.0 m (Leacock Ave)
Exterior Side Yard (min)	4.5 m	4.5 m
Side Yard (min)	½ the height of the building or 3 m, whichever is greater	20.0 m
Rear Yard (min)	There is no rear yard for this site	N/A
Building Coverage (min)	40%	23%
Building Height (max)	3 storeys	3.5 storeys
Common Amenity Area (min)	10 m ² per unit (240 m ² required)	265 m ²



Source: Defined Map Area 51, Schedule 'A', City of Guelph

Figure 7
Zoning By-law
1995-14864

LEGEND



Subject Lands

- R.1 Single Detached
- R.2 Semi-Detached/Duplex
- R.3 Townhouse
- C Convenience Commercial
- I Institutional
- P Park
- UR Urban Reserve

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DRAWN: CAC



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Private Amenity Area (min)	N/A	N/A for a Multiple Attached Dwelling Unit
Landscaped Open Space (min)	40%	45.9%
Buffer Strip	Required	Provided (3 m in depth)
Parking	1 per unit 20% visitor parking 24 spaces for units 5 visitor spaces 29 spaces required	1 per unit 8.3% visitor parking 24 spaces for units 2 visitor spaces 26 spaces
Density (max)	60 units/ha	95 units/ha

4.5.2 Density

The Official Plan permits up to 35 units per hectare. The density proposed is a function of the housing type, which more efficiently uses land, in a more compact building form. This compact form allows for a suitable amount of parking on the lands, and a large outdoor common amenity area. The building is situated a significant distance from the adjacent residential properties to the north and the dwellings to the east and west on the opposite sides of Upton Cres and Leacock Ave.

The stacked townhouse built form provides a housing type within the area that is not readily available. Furthermore, the lands are situated on the edge of the neighbourhood and the building is able to be located a significant distance from any nearby dwelling. The lands are also located on a Collector Road, with transit and within walking distance to a number of community amenities, including parks, schools, recreation and supporting commercial uses. Vehicular access to the lands will be from the same general location as the existing driveways that support the commercial use. Those entering and exiting the property will not need to traverse further west on either Upton Cres or Leacock Ave.

While there will be more units on the lands, and therefore more density, its transition to the adjacent properties has been considered and the housing type will offer more choice to future residents.

4.5.3 Height

The proposed stacked townhomes are 3.5 storeys in height – which is one half storey higher than permitted in the Bylaw. The additional half-storey accommodates a unit that is partially below grade. As the building is situated a considerable distance from any of the adjacent properties, the additional half-storey will have negligible impact.

4.5.4 Parking

The By-law requires 1 space per unit and an additional 20% for visitor parking (or 1.2 spaces per unit). For the proposed 24 units, the Bylaw would require 29 parking spaces (rounded up). The development proposes 26 spaces, including 1 space per unit and 8.3% visitor parking (2 spaces). As discussed, the lands front on 3 streets and there would be additional on-street parking adjacent to the building for visitors, without

impacting the supply of on-street parking for other dwellings further west on Upton Crescent or Leacock Avenue.

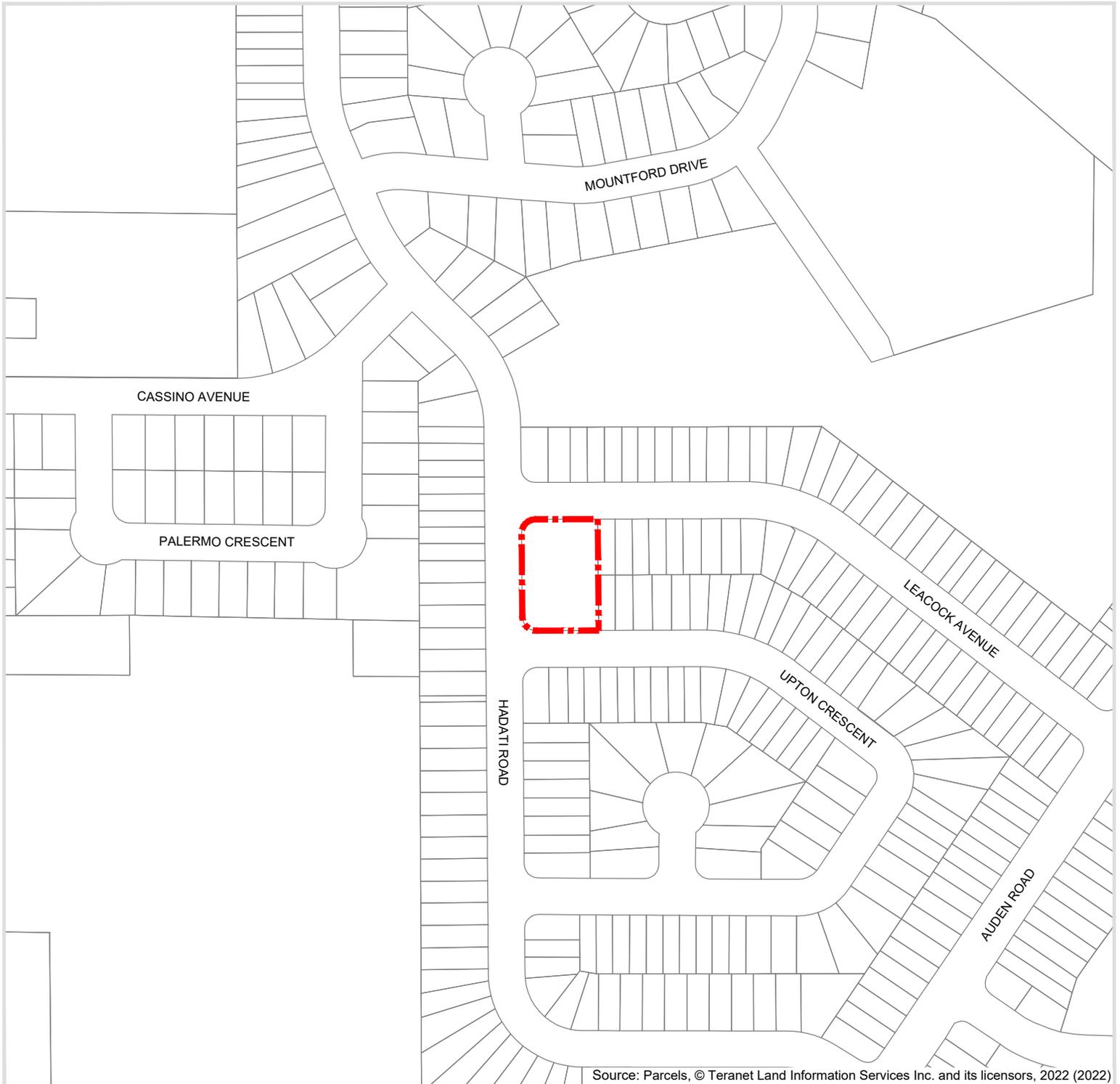
4.5.5 Setbacks

The lands front onto three streets and have two front yards – Upton Crescent and Leacock Avenue. The building has been situated closer to Leacock Avenue to allow space for a planned common outdoor amenity area, as required by the By-law. The building is setback 3.0 m from the lot line adjacent to Leacock Avenue, but is an additional distance from the public sidewalk and from the travelled portion of the road. The setback combined with the width of the road allowance provides significant separation from the nearest dwellings on the opposite side of Leacock Avenue.

4.5.8 Zoning By-law Amendment Summary

The subject lands are well situated for a context sensitive intensification that provides the ‘missing middle’ – ground oriented residential units that are more attainable than the housing available in the surrounding area.

The development requires minor amendments to the R3.A zone, and has been situated on the site to provide significant separation from the adjacent residential lots. In our opinion, the requested Amendments to the Zoning By-law are appropriate for the subject lands. **Figure 8** identifies the location of the subject property including the proposed Official Plan and Zoning By-law Amendment.



Source: Parcels, © Teranet Land Information Services Inc. and its licensors, 2022 (2022)

Figure 8
**Official Plan &
 Zoning By-law
 Amendment**

LEGEND



Subject Lands

- Lands subject to Official Plan Amendment
- Lands to be rezoned to R3.A with site specific provisions

DATE: July 2022

FILE: 21351A

SCALE: 1:3,000

DRAWN: CAC



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5.0 SUMMARY OF SUPPORTING STUDIES

5.1 Functional Servicing and Preliminary Stormwater Management Report

The Report notes that there is an existing watermain in Hadati Road, with an existing stub that provides water service to the lands. Furthermore, there are existing storm and sanitary sewers on the adjacent roads. Furthermore the amount of imperviousness is being reduced through the redevelopment of the lands, and in this regard, increasing the existing storm sewer that services the lands is not required. Please see the included Report for more details.

5.2 Tree Management Plan

The Tree Management Plan includes management recommendations to support the facilitation of the development based on the tree inventory data and the Concept Plan (completed by Meritech, July 7th, 2022) to be used during the detailed design stage of the project.

A tree inventory was completed for the trees 10cm diameter at breast height (DBH) and greater, located on the Project property, and for the trees of all diameters located adjacent to the property that could be impacted by the project (completed July 14th, 2022).

The following recommendations are based on anticipate impacts of the Concept Plan design, along with the tree health and condition, and species tolerance to impact.

- **Trees #201 to #209, and #218:** These trees were located along the boundary of the site flanking the roads. Based on the review of the Concept Plan the removal of trees #202, #203, #205, #206, #207 and #208 is likely.
- **Trees #210 - #217:** These trees were located along the northern boundary of the subject property line. The Concept Plan identifies a landscape area here, however retaining existing trees within the proposed landscape area would require grading to not change from existing grade. It is anticipated that these trees could be retained.

Please refer to the Tree Management Plan and Arborist Report submitted concurrently with the Official Plan and Zoning Amendment Applications for further detail and tree locations.

5.3 Geotechnical Study

The Geotechnical Study assessed the existing soil conditions, including bore holes to measure the depth of groundwater. The Study concluded that groundwater levels were more than 3 metres below surface – the

foundations of the building would be constructed above the water table. The Study provides other construction related recommendations. Please see the Study for more details.

5.4 Environmental Noise Assessment

SLR reviewed the development to assess any noise related impacts due to road and stationary noise. The Assessment concluded that impacts of the environment on the proposed development can be adequately controlled without upgrades to the building construction, without acoustic barriers, without the inclusion of mitigation measures for surrounding stationary sources, without upgraded ventilation systems, and without the inclusion of warning clause requirements.

5.4 Phase 1 Environmental Assessment

A Phase 1 Environmental Site Assessment was prepared for the lands. The commercial use has existed on the lands since 1993, and prior to that, the lands were vacant. The Assessment has concluded that further environmental work in the form of a Phase II Assessment is not required.

5.5 Sustainability Report

ABA Architects has prepared a Sustainability Report that provides a summary of initiatives that will be explored and considered through detailed design to reduce the energy use for the lands and to reduce its carbon footprint. This report is intended to satisfy the Community Energy Initiative Analysis requirement.

6.0 CONCLUSION

This Planning Justification Report concludes that the proposed Zoning By-law Amendment application for 140 Hadati Road to the Official Plan and Zoning By-law to permit the development of 24 stacked townhouse units is in the public interest and represents good planning for the following reasons:

1. The Official Plan and Zoning By-law Amendment is consistent with the *Provincial Policy Statement*;
2. The Official Plan and Zoning By-law Amendment conforms to the Growth Plan for the Greater Golden Horseshoe;
3. The proposed Official Plan Amendment is appropriate for the lands, and would permit the development of a low-rise stacked townhouse building on greyfield lands;
4. The proposed development complies with the majority of the zoning regulations, and provides significant separation from surrounding residential properties;
5. The lands are located on a Collector Road and access into and out of the site does not require movements further into the neighbourhood to the west;
6. The lands are located in close proximity to existing transit;

7. The lands are located in an area with many community amenities, including parks, trails, schools recreation use and supporting commercial uses;
8. The proposed stacked townhomes will offer choice and diversity for residents looking to locate in the neighbourhood;
9. The development includes visitor parking and outdoor amenity area for the future residents; and
10. The building has been situated on site to face the street (Hadati Road) with entrances to the units available directly from the sidewalk.

Respectfully submitted,

MHBC

A handwritten signature in black ink that reads "Trevor Hawkins". The signature is written in a cursive, flowing style.

Trevor Hawkins, M.P.L, MCIP, RPP
Partner

Appendix 'A' – Draft Official Plan Amendment

1. 140 Hadati Road

Notwithstanding the maximum permitted height and maximum permitted density in the Low Density Residential designation, the lands identified on Schedule 'A' attached hereto shall be permitted a maximum height of 4 storeys and a maximum density of 95 units per hectare.

Appendix 'B' – Draft Zoning Bylaw Amendment

1. That the lands municipally known as 140 Hadati Road and identified on Schedule 'A' attached hereto, be rezoned from Convenience Commercial (C.1) to Specialized Residential Cluster Townhouse (R.3A-X), subject to the following:
2. In addition to the permitted uses in the R.3A zone, a 'Multiple Attached Dwelling' shall also be permitted.
3. That notwithstanding anything to the contrary, the following site specific regulations shall apply:
 - a. The minimum required Lot Area per dwelling unit shall be 105 square metres
 - b. The minimum required Front Yard setback (Leacock Avenue) shall be 3 metres
 - c. The maximum permitted building height shall be 3.5 storeys
 - d. That visitor parking be provided at a rate of 8.3% or 2 spaces for 24 units