

**Planning Justification Report
for 1888 Gordon Street
Guelph, Ontario**

161401285



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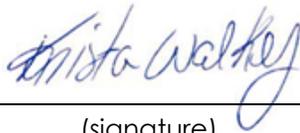
Sign-off Sheet

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Table of Contents

1.0	INTRODUCTION	1.1
2.0	SITE DESCRIPTION AND SURROUNDING LAND USES	2.1
2.1	SUBJECT LANDS	2.1
2.2	EXISTING PLANNING CONTROLS	2.2
3.0	DEVELOPMENT OVERVIEW	3.1
3.1	OVERVIEW.....	3.1
3.2	PROPOSED APPLICATION.....	3.2
4.0	LAND USE POLICY FRAMEWORK OVERVIEW.....	4.1
4.1	PROVINCIAL POLICY STATEMENT, 2014	4.1
4.2	GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2006	4.2
4.3	LOCAL GROWTH MANAGEMENT STRATEGY.....	4.3
4.4	OFFICIAL PLAN AMENDMENT NUMBER 48: ENVISION GUELPH – OFFICIAL PLAN UPDATE.....	4.3
4.5	CITY OF GUELPH OFFICIAL PLAN (SEPTEMBER 2014 CONSOLIDATION).....	4.9
4.6	SOUTH GUELPH SECONDARY PLAN	4.10
4.7	THE COMMUNITY ENERGY INITIATIVE	4.11
4.8	CITY OF GUELPH URBAN DESIGN ACTION PLAN (2009)	4.12
4.9	ZONING BYLAW 1995-14864	4.13
5.0	DEVELOPMENT PROPOSAL.....	5.1
5.1	ZONING BY-LAW AMENDMENT: ZONING BY-LAW COMPARISON.....	5.1
5.2	PROPOSED SITE SPECIFIC REGULATIONS	5.3
5.2.1	Building Height and Maximum Density.....	5.3
5.2.2	Permitted Uses.....	5.3
5.2.3	Required Parking	5.3
5.2.4	Setbacks and Angular Planes.....	5.4
5.3	DRAFT ZONING BY-LAW.....	5.4
6.0	TRANSPORTATION	6.1
7.0	SERVICING AND STORMWATER MANAGEMENT	7.1
8.0	ENVIRONMENTAL IMPACT STATEMENT.....	8.1
9.0	URBAN DESIGN BRIEF	9.1
10.0	CONCLUSIONS.....	10.1
LIST OF APPENDICES		
APPENDIX A	CONCEPTUAL SITE PLAN	A.1
APPENDIX B	ENERGY COMMITMENT LETTER	B.1

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Introduction
November 2, 2017

1.0 INTRODUCTION

On behalf of our client, The Tricar Group, Stantec has prepared this Planning Justification Report in support of their application to the City of Guelph for a proposed Official Plan amendment, Zoning By-law amendment and Site Plan approval for 1858 & 1888 Gordon Street in Guelph, Ontario (herein referred to as 1888 Gordon Street). The report has been prepared as outlined at the Pre-consultation meeting held on October 22, 2014 by the City of Guelph and in response to comments received from City of Guelph Staff and stakeholders in the months of March, April, and June of 2017 in regard to the first submission.

This report outlines the development proposal, a review and analysis of pertinent planning policies and provides a recommendation.

This Planning Justification Report is part of a comprehensive application package including the following reports/plans and fees submitted concurrently with this application:

- Traffic Impact Study
- Draft By-Law indicating specialized regulations
- Functional Stormwater and Servicing Report (including preliminary servicing and grading plans)
- Community Energy Commitment Letter (included in this report)
- Scoped Environmental Impact Study (including tree inventory and hydrogeological reports)
- Urban Design Brief
- Conceptual Site Plan

Collectively these reports demonstrate a "Complete Application" and are reflective of the discussions at the Pre-consultation Meeting of October 22, 2014 and the comments received from Staff. This "Complete Application" should be circulated to the planning review agencies, and made available to Council and the public.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Site Description And Surrounding Land Uses
November 2, 2017

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 SUBJECT LANDS

The subject site is located at 1888 Gordon Street at the east corner of Poppy Drive and Gordon Street in Guelph, Ontario, as shown on **Figure 1**. The site is approximately 3.193 hectares, with one residential building, and the remaining site is vacant.

To the immediate north is a garden nursery, and a large commercial/retail centre located north of Poppy Drive. Recent low density residential developments have been constructed along Poppy Drive and Hawkins Drive to the northeast, and Poppy Drive and Gordon Street to the southwest. To the south is a mix of general residential, natural areas and open space designated lands.



Figure 1: Site Location

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Site Description And Surrounding Land Uses
November 2, 2017

2.2 EXISTING PLANNING CONTROLS

Official Plan: The subject site is designated as High Density Residential in the City of Guelph Official Plan (OPA 48), Draft Schedule 2: Land Use Plan (September 2012 consolidation) **Figure 2**. Within the previous City of Guelph Official Plan 2001 (September 2014 consolidation), and within the South Guelph Secondary Plan (Schedule 1A), the subject site is designated as General Residential (**Figure 3**).

Zoning by-law: The Zoning By-law identifies the site within the Township of Puslinch, County of Wellington, and as such, no zone category has been applied to the lands.

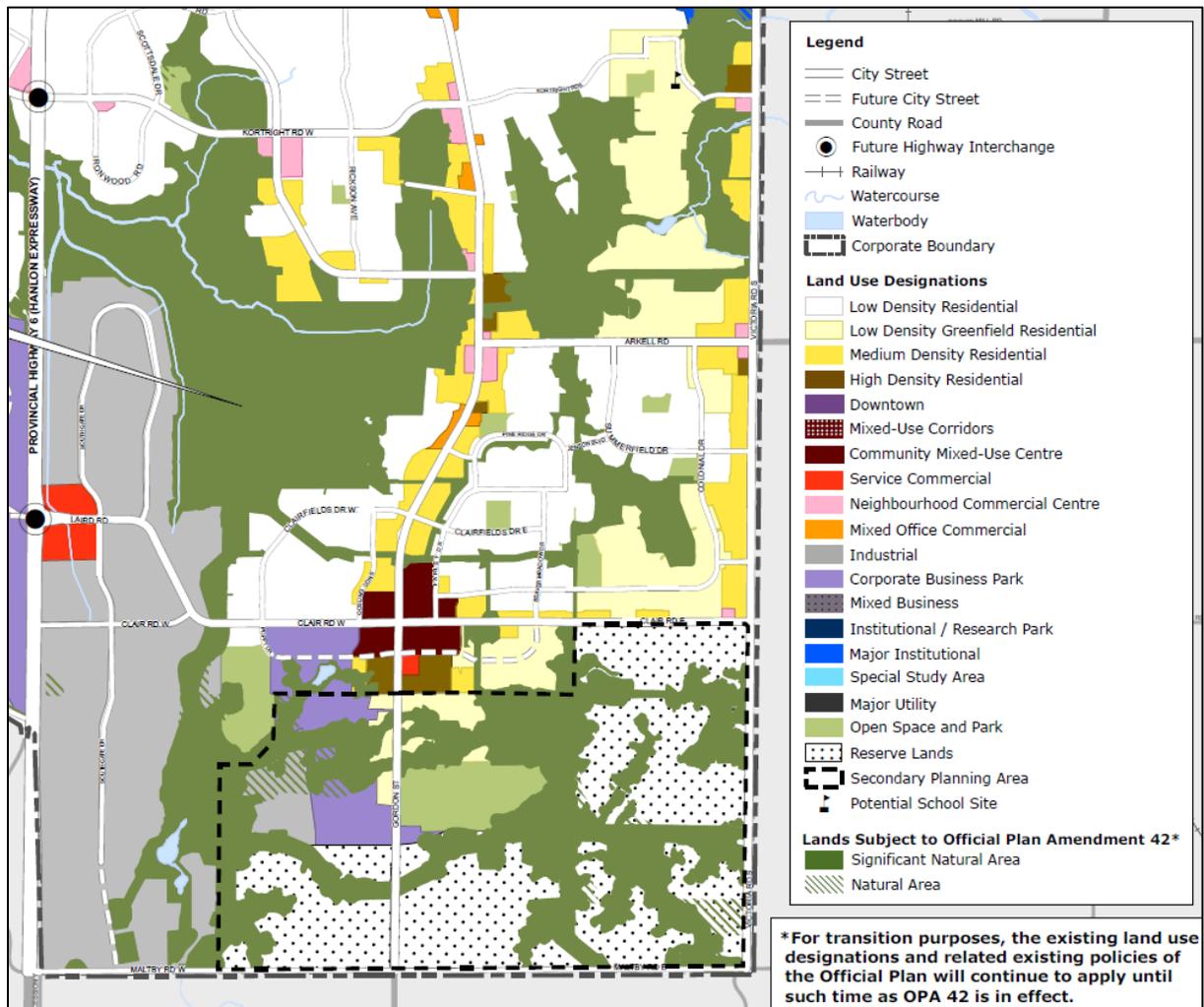


Figure 2: OPA 42 Schedule 2

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Site Description And Surrounding Land Uses
November 2, 2017

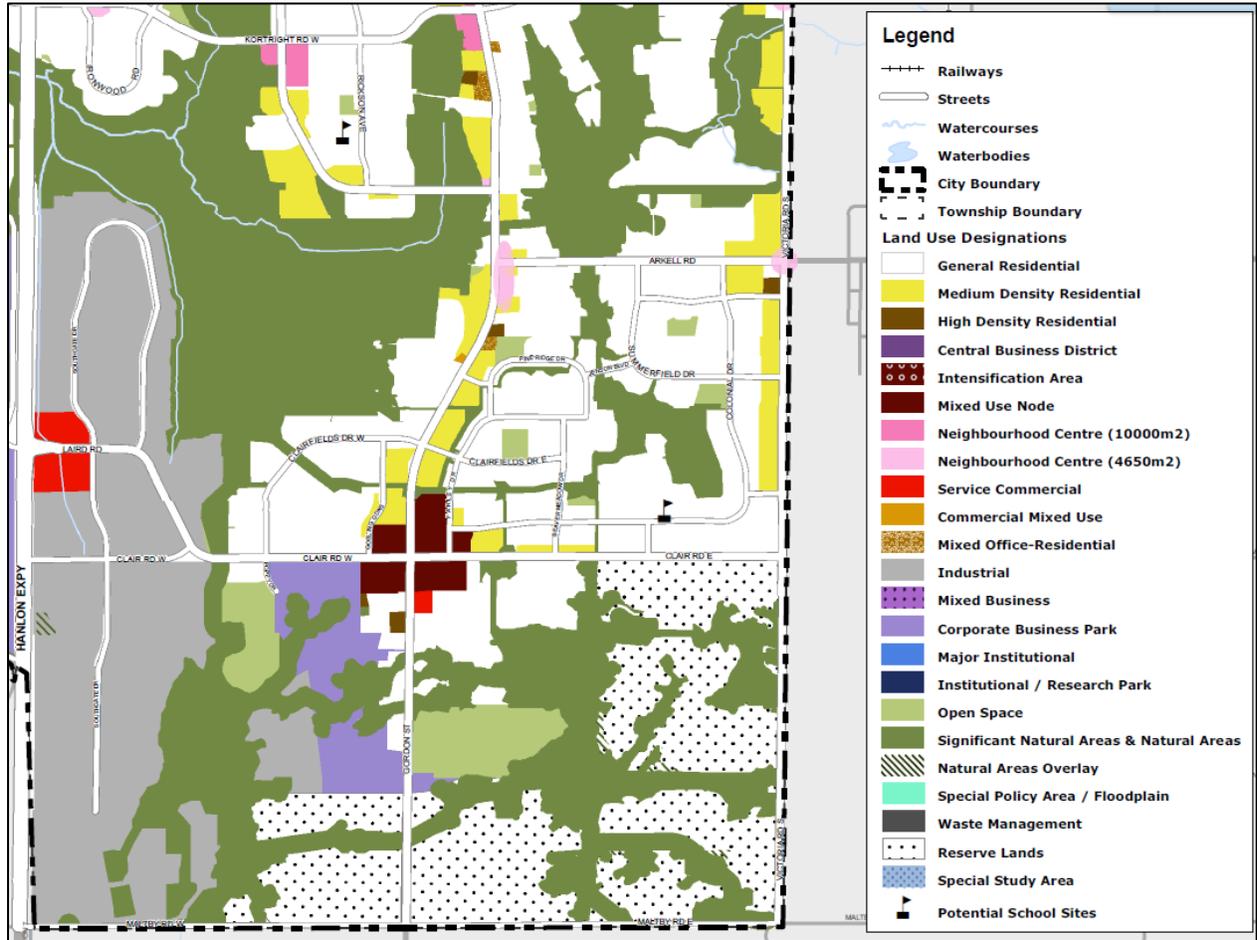


Figure 3: Official Plan 2001 Schedule

3.0 DEVELOPMENT OVERVIEW

3.1 OVERVIEW

The Tricar Group is proposing five buildings, two, fourteen story residential buildings (buildings 1 & 2) to the northwest of the site, two, eight story residential buildings to the northeast (building 3) and to the south (buildings 4), and a two-story amenity building to the south east of the site. The development will be subject to a future site plan approval application and an application to develop a Plan of Condominium.

The Tricar Group is an experienced developer of high rise buildings and proposes to construct a compact high density residential development in the south end of Guelph. The proposed development aligns with the proposed secondary plan phasing and moves to meet growth and intensification targets for the City. The development will provide residential condominium living opportunities within close-proximity to the Gordon Street Corporate Business Park, retail and commercial blocks, and accessible public transportation with convenient routes to the University and downtown core. The development will also provide active transportation linkages throughout the site as well as to the Gordon Street Corporate Business Park and retail/commercial area. In addition to residential condominium living, the development provides ground level retail commercial and office space for the surrounding community, along with community amenity space, which contributes to the already existing Gordon/Clair Mixed-Use community node.

This development will create residential living space, active and passive recreational amenities, together with a sense of place within the South Guelph planning area community. The development provides underground and surface parking. Underground/enclosed parking are proposed for each of the four residential buildings, totaling 757 stalls. The underground and surface parking areas will have access off either the internal main street connecting Gordon Street to the north access out to Poppy Drive at the rear of the parcel or the rear access road which connects the development to a future extension of Farley Drive, as envisioned in the Gordon/Clair Urban Design Concept Plan.

The proposed 14 storey (buildings 1 and 2) and 8 storey apartments (building 3 and 4) will consist of 170 units (building 1), 170 units (building 2), 100 units (building 3) and 100 units (building 4). A mixture of one, two and three bedroom units will be available within the 14 storey apartments; one and two bedroom units will be available within the 8 storey apartments; and one to two storey apartment/townhouses will be available on the street level of all 4 apartment buildings. The 2 storey amenity building will consist of 1,800 sq.ft. office space, 2,050 sq.ft. commercial space, 2,500 sq.ft of convertible commercial/office space and an additional 6830 sq.ft amenity space.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Development Overview
November 2, 2017

Each residential unit offers ample living space, amenities, views, and secure access. The units proposed in the apartments have a floor space ranging from 950 to 1600 square feet, which contributes to housing options to the residential market and to provides choice to consumers.

The development proposed includes 59 townhouses on the street level of the apartment buildings to provide an enhanced façade and aesthetic view from the public realm, with eyes on the street and a chance to interact with the community. The westerly 14 storey apartment building proposes thirteen (13) townhouses oriented to front Gordon Street, the main street, and the north property line. Thirty-two (32) townhouses are proposed along the front and sides of both 8 storey apartments, oriented towards the internal main street and open space to the rear and southern side of the site. Building 2, the second 14 storey apartment building, propose fourteen (14) townhouses fronting the internal main street, access road, and open space block interior to the site. The townhouses along Gordon Street and the private road are intended to be interactive with the apartment buildings by providing appropriate scale and massing to the street outside to create a vibrant pedestrian environment.

The development proposes a large outdoor commons gathering place, to be located within the centre of the site, and an amenity building including a pool, to be located on the southwest corner of the site. The location provides accessibility from both the proposed residential buildings and the surrounding community. These large landscaped features are connected via sidewalks to all four residential buildings, as well as a trail system that continues throughout the site to both the north and future south developments. A total of 52.7% of the site will be landscaped.

This proposed development will provide for a variety of residential options within the South Guelph Planning Area. It is strategically located in proximity to public and active transit, employment opportunities, and commercial and retail amenities; providing a live-work-play compact development form.

A conceptual site plan is attached as **Appendix A**.

3.2 PROPOSED APPLICATION

The application submitted as part of this development is to:

- Apply for an Official Plan Amendment to the existing High Density Residential designation (Schedule 2, OPA 48, recently approved) with a density increase up to a maximum of 165 units per hectare, as well as an increase in height up to a maximum of 14 storeys and the inclusion of office/commercial space with a gross floor area over 400 sq.m. as a permitted use.
- Apply for a R.4B residential zoning category on the subject property with specific provisions to permit townhouses and office/commercial space. Other site specific provisions include

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Development Overview
November 2, 2017

minor reductions of side yard and rear yard setbacks, distances between buildings, reductions to required visitor parking requirements, waiving of townhome amenity area requirements, permitting underground parking, and an increased Floor Space Index, density, and height.

4.0 LAND USE POLICY FRAMEWORK OVERVIEW

4.1 PROVINCIAL POLICY STATEMENT, 2014

The Provincial Policy Statement (PPS) sets a policy foundation for regulating the development and use of land; it provides direction on matters of provincial interest and supports the enhancement of the quality of life for all citizens of Ontario. The legislation requires that *Planning Act* applications must be “consistent with” the Provincial Policy Statement. With regards to the Provincial Policy Statement, the proposal is consistent with following policies in support of the application:

Building Strong Communities: The proposal supports the policies and guidelines of this section of the Provincial Policy Statement in the following ways:

- It's an efficient land use and will contribute to the mix of residential options; (1.1.1 a/b)
- The land use patterns pose no threat to the environment or public health and safety; (1.1.1 c)
- Avoids development and land use patterns that would prevent the efficient expansion of settlement areas in areas adjacent or close to settlement areas; (1.1.1d)
- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; (1.1.1 e); and,
- Infrastructure is readily available (1.1.1 g).

It also supports the Settlement Area objectives of:

- Settlement areas as the focus of growth; (1.1.3.1)
- Land use patterns within settlement areas shall be based on densities and mix of land uses, efficient use of land, resources, and infrastructure; (1.1.3.2a) and,
- A mixture of land uses and densities that support active transportation. (1.1.3.2a)

The development will provide a range and mix of housing types and densities to meet the projected current and future residents' needs and supports the Housing objectives by:

- Directing development of new housing towards location where appropriate levels of infrastructure and public service facilities are available to support current and projected needs; (1.4.3c) and

A healthy, active community will be promoted by planning streets and spaces to meet the needs of pedestrians which fosters social interactions and facilitates active transportation/community connectivity. (1.5)

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Land Use Policy Framework Overview
November 2, 2017

Infrastructure will be used in an efficient and cost-effective manner, and will be available to meet current and future needs. (1.6)

It is our professional opinion, that the proposed Official Plan and Zoning By-law amendments are consistent with the PPS.

4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2006

The Growth Plan was prepared under the Places to Grow Act, 2005 and implements Provincial Interest in building stronger, prosperous communities by managing growth of the Greater Golden Horseshoe to the planning horizon of 2031. An amendment to the population and employment forecasts updated the Plan to a planning horizon of 2041 to help communities to better plan for future growth and are in effect as of June 17, 2013. All applications initiated after June 16, 2006 must be "in conformity" with the Growth Plan.

The City of Guelph is within the Outer Ring of the Greater Golden Horseshoe. Table 2 outlines the Distribution of Population and Employment to 2041 is as follows for the City:

Table 2: Distribution of Population and Employment to 2041 for the City of Guelph

	2031	2036	2041
Population	177,000	184,000	191,000
Employment	94,000	97,000	101,000

The proposed development conforms to the policies for Designated Greenfield Areas (Section 2.2.7) and Managing Growth (2.2.1.3) by:

- Contributing to the creation of complete communities;
 - Providing for a diverse range and mix of housing;
 - Integrating and contributing to sustaining the viability of transit services;
 - Supporting overall quality of life, including human health, for people of all ages and abilities through the planning for and provision of:
 - a compact built form that reduces dependence on the automobile;
 - public service facilities, co-located and integrated in community hubs, that are accessible by active transportation and transit;
 - provides amenities, such as recreation facilities needed to support planned population;
- Contributing to the density target for residences and employment combined per hectare within the horizon of the plan; and
- Being on full municipal services and allowing the logical extension of these services.

Therefore, in our professional planning opinion the proposed development is consistent with and conforms to Provincial policies in effect by efficiently utilizing land to provide for a mix of housing types/densities, directs growth to the Guelph Urban Area where municipal services are available, conforms to the secondary plan area proposed phasing, and completes an existing residential community.

4.3 LOCAL GROWTH MANAGEMENT STRATEGY

The City of Guelph approved the Local Growth Management Strategy in 2009. The Strategy outlines and established targets for the City Growth which estimates approximately 175,000 people and 31,000 jobs by 2031. The Strategy further identifies policy focus on high density growth and intensification opportunities on vacant or under-used parcels of land. The minimum density targets to be achieved for the Guelph Urban area are 50 residents and jobs combined per hectare for new greenfield development (Growth Plan, 2006).

The Gordon Road area development, abutting the Gordon/Clair intersection has developed within the past decade and is at a density of approximately 12 units per hectare, or 35 to 40 persons per hectare (LGMS, 2006; PPS, 2014). The proposed development located south of the existing community will contribute a density of approximately 155 units/ha (maximum of 162.6 units/ha); exceeding the LGMS goals.

In addition to adhering to the Strategy's density goals, the development will support transit, walking, and cycling for everyday activities (Section 2.4.5.1 (h)). Although the development is located on the south edge of the City, it is within proximity to a large community mixed-use node and is accessible by various methods of active transit, which make the site ideal for supporting a walkable community and reduce the number of vehicular trips.

4.4 OFFICIAL PLAN AMENDMENT NUMBER 48: ENVISION GUELPH – OFFICIAL PLAN UPDATE

The City of Guelph has been working on a comprehensive Official Plan update since 2012 to ensure that the Official Plan is consistent with the new Provincial Policy Statement and conforms to the Provincial "Places to Grow" Growth Plan. The City's previous Official Plan was adopted in 1994 and approved by the Province in 1995. In 2001, a comprehensive amendment to the Plan known as the "Five Year Public Review Amendment" was approved by the City but since then no updates were made to the Official Plan. Official Plan Amendment Number 48: Envision Guelph – Official Plan Update (OPA 48) was approved by City Council in June 2012 and was recently approved by the Ontario Municipal Board (OMB) with some modifications on October 5, 2017. The amended Official Plan is now in effect with some minor exceptions for items still under appeal.

The new Official Plan designates the subject property as High Density Residential. The Official Plan permits multiple unit residential buildings, such as townhouses and apartments, under the High Density Residential designation; however, density must not exceed 150 units per hectare

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Land Use Policy Framework Overview
November 2, 2017

(Section 9.3.5.2). As such, the proposed development is seeking an amendment for an increase in density to a maximum of 165 units per hectare and the addition of office/commercial space as a permitted use.

The proposed development generally conforms to the policies of the Residential Land Use Designation, such as:

- 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 (9.3b).
- 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 (9.3d).
- To direct new residential development to areas where municipal services and infrastructure are available or can be provided in an efficient and cost effective manner.
- To ensure new development is compatible with the surrounding land uses and the general character of neighbourhoods (9.3i).
- To promote innovative housing types and forms in order to ensure accessible, affordable, adequate, and appropriate housing for all socioeconomic groups (9.3j).

The proposed development also generally conforms to the policies of the High Density Residential Land Use Designation:

- Multiple Unit residential buildings in the form of eight to fourteen storey apartments are proposed on the subject site (9.3.1b) and (9.3.5)
- Provides for a variety of housing types and forms within the South Guelph Planning Area (9.3b)

The strategic goals for the Official Plan (Section 2.2) which the proposed development helps to support include:

- Planning a complete and healthy community – to preserve and enhance a safe, livable, and healthy community; ensure an appropriate range and mix of land use; and ensure development is appropriately phased and staged.
- Municipal Services – direct development to those areas where full municipal services and related infrastructure are existing or can be made available while considering existing land uses.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Land Use Policy Framework Overview
November 2, 2017

- Urban Design – building a compact, mixed-use and transit supportive community that are compatible with existing built form.

The proposed development will conform to the new proposed Complete and Healthy Community policies which outline planning for complete community with a focus on achievement of a well-designed, vibrant city that provides access to employment opportunities, a range of housing options, local services, and public transportation.

As discussed in Section 4.3 of this report, the minimum density targets to be achieved for the Guelph Urban area are 50 residents and jobs combined per hectare for new greenfield development, with a maximum being 80 residents and jobs per hectare (Growth Plan, 2006). The net density of development within the High Density Residential Land Use Designation shall not exceed 150 units per hectare (9.3.5.3). The proposed development is requesting allowance to contribute a density of approximately 155 units/ha, up to a maximum of 165 units/ ha. with a height increase to 14 storeys. The increase in development will assist in providing balance between high density and low density development within the City. As the development is located within the Gordon/Clair node, the requested maximum density will allow for higher density development to be directed towards nodes to allow for other areas of Guelph to develop at a lower-density of 50 residents and jobs per hectare to meet the interests of residents still wanting single-detached housing options. Additionally, the requested maximum density allows for variation of unit size within the proposed building footprint to accommodate market demands, including the potential to provide a variation of housing costs within the site, creating a mixed income development.

The proposed development is located within a greenfield area, as identified on Schedule 1B of the City's Official Plan. Section 3.12.1 outlines requirements for the planning and design of developments to contribute to the City's vision of a diverse and complete community. Development within greenfield areas must be compact, support linkages for active transportation (pedestrian, cycling), and promote live/work opportunities.

The proposed development conforms to the greenfield area policies in Section 3.12, as outlined below:

- achieve an overall minimum density target that is not less than 50 residents and jobs combined per hectare in accordance with the Growth Plan policies. The density target will be measured in accordance with the provisions of subsection 2.2.7.3 of the Growth Plan over the entire designated greenfield area to be developed;*

The proposed development will contribute a density of approximately 155 units/ha, up to maximum of 165 units/ha.

- ensure that new development is designed to promote energy conservation, alternative and/or renewable energy systems, and water conservation;*

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Land Use Policy Framework Overview
November 2, 2017

A Community Energy Commitment Letter has been provided in **Appendix B**, addressing how the proposed development has been designed to promote energy conservation, water conservation and general sustainable environmental practices.

- iii. *create street configurations, densities, and an urban form that support walking, cycling, and the early integration and sustained viability of transit services;*

An existing bicycle lane on the east and west side of Gordon Street begins at the edge of the subject site, and extends north to the downtown core. Public transit is available via a bus stop located along Poppy Drive, approximately 400 metres from the subject site. A future sidewalk and shared cycling road system connection is proposed throughout the site to Gordon Street and Poppy Drive to provide safe accessibility for pedestrians to and from the mixed-use node for shopping, entertainment, and amenity services.

- iv. *provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods; & vi) promote, where appropriate through secondary planning the development of identifiable, pedestrian oriented neighbourhood scale 'urban villages' through the use of medium and high density, street-related built form that contains a mix of commercial, residential and employment uses, as well as supporting live/work opportunities. These centres will be designed around active public spaces and street and pedestrian access that is well linked to the surrounding neighbourhood through walking, cycling and public transit; and*

The proposed residential development contributes to a 'complete community' within the South Guelph area, as the adjacent land uses are comprised of natural heritage, commercial, retail, business district and other residential areas. The corporate business park and mixed use node make the proposed development an ideal location to support live/work opportunities for future residents.

- v. *create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling;*

An outdoor square is proposed in a central location for the development, with an indoor amenity area proposed to be sited in the south west corner of the property. The siting of this indoor and outdoor amenity area provides equal accessibility to all residents of the development and provides commercial space that is open to the public. By permitting the commercial space to be open to the public, with amenity space having secured access, increased flow throughout the site is allowed and a better connection between the development and surrounding community is provided. The amenity building is located where it is directly visible from Gordon Street, acting as a focal point for the development, which provides accessibility to the building for all residents of the development as well as members of the surrounding community. Details of the proposed amenity spaces and additional urban design features are discussed in Section 9.0 of this report.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Land Use Policy Framework Overview
November 2, 2017

- vii. *develop and implement policies, including phasing policies and other strategies to achieve the intensification and density targets of this Plan.*

As discussed in point i) above, the proposed development will achieve the density targets and conforms to the phasing policies of this Plan.

Section 3.17 and Section 3.18 of the Official Plan outlines policies for Energy Conservation and Sustainability. The objectives are:

- To promote a compact urban form and develop an energy efficient pattern and mix of land uses.
- To maximize opportunities for the use of energy efficient modes of travel and reduce energy consumption for motor vehicles within the City.
- To encourage energy efficient building design and construction techniques that minimizes space heating and cooling energy consumption.
- The proposed development is committed to energy conservation where possible and has outlined their commitment in the Community Energy Commitment letter enclosed as part of this Planning Act Application submission package.

Section 7.2 of the Official Plan outlines policies and objectives for Residential designated lands. The development conforms to the following objectives:

- Contributes to accommodating the anticipated population growth;
- Contributes to locating various housing types necessary to accommodate a diversity of housing needs in a suitable location;
- Sited in an appropriate location to minimize potential conflict between residential and non-residential uses;
- Sited in an area where municipal services and infrastructure are available; and
- Provides linkages between the proposed residential area and the existing employment, shopping, and recreational areas within the South Area planning community.

The proposed development conforms to the above mentioned Residential objectives as set out within the Official Plan by providing sustainable and compatible urban development to accommodate growth, minimize land-use conflict, utilize existing servicing and infrastructure, and provide linkages for residents to nearby amenities and services. Section 4.7 Community Energy was added to the plan in order to manage energy consumption and promote alternative energy systems for new developments. See Section 4.8 of this report and the Community Energy

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Land Use Policy Framework Overview
November 2, 2017

Commitment Letter submitted as part of this application which outlines the proposed development commitment to energy.

Urban Design policies have been updated to outline how the city will promote urban form and gradual expansion of existing urban development. The proposed development conforms to the new policies by:

- Creating neighbourhoods with diverse opportunities for living, working, learning, and playing;
- Building compact neighbourhoods that use land, energy, water, and infrastructure efficiently and encourage walking;
- Engaging in “place-making” by developing a building, spaces and infrastructure that is permanent, enduring, memorable, and beautiful, adaptable, flexible and valued;
- Improving conditions for greater personal security by incorporating Crime Prevention through Environment Design;
- Design for choices of mobility including walking, cycling, transit, and driving; and
- Reducing energy and water demand utilizing alternative energy systems.

The apartments (buildings 1, 2, 3, and 4) proposed within the development will conform to the policies for High-rise buildings built form (Section 8.9) by ensuring tall buildings have a distinctive bottom, middle and top, include interesting architectural features and parking is provided primarily below grade.

The development also conforms to the following objectives of Section 8, which covers urban design guidelines for built form, public realm, gateways, and sustainability:

- Practice environmentally sustainable urban development by adhering to urban design principles that respect the natural features, reinforce natural processes, and conserve natural resources;
- Conserve the City's built heritage (buildings, structures, landmarks, monuments, cultural landscapes, neighbourhoods) and to further assist conservation through complementary design of new buildings, landscapes and neighbourhoods; and
- Encourage compatibility and quality in the built environment while allowing for a diverse expression of site design by establishing design principles and guidelines to encourage excellence in design.
- It will promote physical planning that will reduce the need for and length of vehicular trips by providing for a variety of land uses, providing for alternative forms of transportation; and creating a compact development form.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Land Use Policy Framework Overview
November 2, 2017

- Improve the conditions for greater personal security within publicly accessible spaces, such as the public amenities provided on site and the parking facilities, by designing them with Crime Prevention Through Environmental Design (CPTED) principals.
- The site will be designed to promote accessibility to all, regardless of personal limitations.
- Promote the planting of street trees as desirable elements of the streetscape.
- Streetscape improvements will be undertaken as a component of the design and development of municipal public works or, as a condition of development approval, where appropriate.

The proposed development conforms to the above mentioned Urban Design policies/objectives and others as set out within the Official Plan by providing sustainable and compatible urban development, natural heritage features, creating visual character and building material elements, and encouraging the use of transit.

An Urban Design Brief has been submitted as part of the complete application. A summary of the report is provided in Section 9.0. The new development will contribute to pedestrian-oriented streetscape by locating built form adjacent to, and addressing the street edge, placing principle entrances towards the street, and providing active uses that provide an interface with the public realm. Lighting will be provided at a sufficient level for building identification and safety but will be oriented/shielded to minimize glare or encroachment to adjacent properties. Landscaping will be provided for and will create visual interest, complement built form, and contribute to the public realm.

4.5 CITY OF GUELPH OFFICIAL PLAN (SEPTEMBER 2014 CONSOLIDATION)

This section has been included in this report to support Section 4.4 and provide context on the OMB decisions made during the application of this proposed development. Previously, the subject property was designated as General Residential in the Official Plan that was in effect when the application was made, as shown on **Figure 3**. The Official Plan permits multiple unit residential buildings, such as townhouses and apartments, under the General Residential designation; however, density must not exceed 100 units per hectare (Section 7.2.32). As such, the proposed development was previously seeking an amendment from General Residential to High Density Residential, with an increase in density to a maximum of 162.6 units per hectare and the addition of office/commercial space as a permitted use.

Section 3 of the Official Plan, in which the application was made outlines general development policies which included Section 3.2 Community Form Statement, Section 3.3 Urban Form, Section 3.6 Urban Design The new official plan addresses these issues in separate Sections, which are discussed in Section 4.4 of this report.

4.6 SOUTH GUELPH SECONDARY PLAN

The South Guelph Secondary Plan (also known as Official Plan Amendment 2) provides planning policies specific to the southern areas that were annexed by the City from the Township of Puslinch in 1993. The primary goal of the Plan is to establish planning direction for the guidance of development.

The subject property is designated General Residential on Schedule A of the Secondary Plan, which is envisioned to accommodate a range of housing types and densities to provide options for residents. Section 4.19.2.11.3 of the Secondary Plan applies to lands designated General Residential within the South Guelph District Centre (SGDC). The SGDC includes lands surrounding the intersection of Clair Road and Gordon Street. The proposed development conforms to these policies as the residential units will be compatible with the adjacent existing and future uses within the SGDC; the site design will provide continuity between these uses; and the site layout has been designed to establish an attractive and definable gateway. The Conceptual Site Plan is provided in **Appendix A**, illustrating the proposed building layout and design. Urban design details have been summarized in Section 9.0 of this report.

Section 4.19.2.7.2 of the Secondary Plan outlines policies for Gordon Street gateway conditions. The development conforms to the gateway policies by committing to a detailed planting and landscape plan; built form controls, such as siting the buildings so they are located behind the belt of the plantings and landscaping along Gordon; and appropriate lighting and signage design. Such details will be provided at Site Plan.

As per Section 4.19.2.8 of the Secondary Plan, a servicing report and storm water management plan has been submitted as part of the complete application. Section 4.19.2.9 outlines Phasing Policies for the South Guelph area. Prior to development in the Phase 2 area (a), east of Gordon Street and South of Clair Road, the trunk sewer along Clair Road, across Gordon Street must be extended to the east; and a connection to the existing trunk watermain located at the Gordon/Clair intersection must be provided. Details regarding proposed servicing are summarized in Section 7.0 of this report.

The proposed development of this site will contribute varied housing options within the South Guelph planning area. The site is in proximity to live/work opportunities for future residents, include the commercial and retail stores within the multi-use node at Clair and Gordon Street; park amenities and transit stops. The development of the subject site provides opportunities for streetscape improvements and safe access to offsite amenities through the provision of new sidewalks along Gordon Street. The proposal has not yet been vetted through the site plan review committee; however, it is our opinion that there are opportunities for pedestrian linkages and improvements as a result of this development.

It is our opinion that the development generally meets with the applicable policies of the South Guelph Secondary Plan.

4.7 THE COMMUNITY ENERGY INITIATIVE

The Community Energy Plan was approved in 2007 which focuses on attracting quality investment, ensuring reliable and affordable energy, reducing environmental impacts, enhancing Guelph's competitiveness, and aligning public investment. The overall vision of the City of Guelph Community Energy Plan (CEP) is to create a healthy, reliable, and sustainable energy future by continually increasing the effectiveness of how the residents and businesses of Guelph use and manage their energy and water resources.

The proposed condominium building plans contribute to this overall vision for Guelph by utilizing energy efficiency initiatives during construction of the building, including a construction waste management plan, providing water and energy efficient material and appliances and HVAC systems. Energy efficient design features will be incorporated into the final unit designs. The proposed development is located adjacent to bike lanes provided along Gordon Street, and within 400 metres of bus stops and routes, providing alternative transportation options for future tenants. Situated just south of the multi-use node at Clair and Gordon Street, potential residents are located close to amenities, dining and entertainment within walking distance, and optimizes opportunities to take advantage of multiple transportation option. These factors will contribute to reducing vehicle journeys and contribute to the City's goal of reducing transportation energy by 25%.

A compact development with high density residential will maximize utilization and provide housing choice to the residents wanting to live in the south end of Guelph. The development will integrate an active pedestrian connection between new and existing developments, and provide a focal point along the Gordon Street gateway for all modes of transportation entering/exiting the City.

A substantial amount of landscaped open space is proposed, as well as an amenity building. The typical high density suburban requirements for landscape open space are 30 per cent. This development proposes 52.7 per cent. Stormwater management will be designed to capture and recharge the existing groundwater system. The proposed infiltration will infiltrate up to the 100-year event to maintain predevelopment conditions.

The development will reduce heat island effect by using light-colored building materials which have proven effective in reflecting more light. Minimal surface parking is proposed, reducing the area of asphalt parking by providing the majority of parking underground.

The proposed development will encourage water efficiency by using low-flow faucets, toilets, and showerheads throughout the units to reduce water consumption. The intent is for hot water domestic supply to come via condensing boiler systems. Heated storage tanks will be utilized to reduce fluctuations in the requirement for hot water under peak demand. Allowing for on-site storage reduces the amount of time required by residents to wait for hot water to come from centralized systems. Through the integration of high efficiency chiller/cooling tower systems and condensing boilers, the evaporation losses will be minimalized, even more than a conventional heating and cooling system.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Land Use Policy Framework Overview
November 2, 2017

The vast majority of building materials to be used are available locally (800 km radius as defined in LEED standard), limiting environmental impact of source supply transportation. High recycled content material to be specified where possible and renewable finishes (such as flooring) will be offered as choices to purchasers of residential units. A construction waste diversion program will be in effect during the construction period.

4.8 CITY OF GUELPH URBAN DESIGN ACTION PLAN (2009)

The Urban Design Action Plan was based on 10 principles and a range of opportunity areas. The 10 principals are as follows:

1. Create communities where there are diverse opportunities for living, working, learning, and playing.
2. Build compact communities that use land, energy, water, and infrastructure efficiently and encourage walking.
3. Showcase natural attributes as defining features of the city's character by making them highly visible and accessible.
4. Focus on "place-making" developing infrastructure, spaces and building that are permanent and enduring, memorable, and beautiful, adaptable, and flexible, and ultimately valued.
5. Conserve and celebrate the city's cultural and architectural heritage and reuse heritage assets.
6. Create a diversity of inviting accessible gathering places that promote civic engagement and a full range of social, cultural, and economic interaction.
7. Provide and balance choices for mobility – walking, driving, cycling, and taking transit.
8. Establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces.
9. Allow for a range of architectural styles and expressions that bring interest and diversity while responding appropriately to the scale and materiality of the local context.
10. Provide a setting for a variety of lifestyles and rich experiences.

The proposal is located within the South Guelph Planning Area and in our opinion meets many of the objectives and principles of the plan by providing for:

- Variety of housing types and options along Gordon Street; located within close proximity to the business park and commercial/retail centre located at Clair and Gordon Street;
- Compact community which encourages walking;

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Land Use Policy Framework Overview
November 2, 2017

- Servicing provided by existing infrastructure;
- Aesthetic and visually interesting streetscape and architectural design;
- Choices for mobility, including public transit stops located at Clair and Gordon, bicycle lanes available adjacent to the site along Gordon, and a proposed sidewalk and shared on-street cycling road connection from the site to Gordon Street and Poppy Drive;
- A range of architectural styles within the South Guelph planning area that brings interest and diversity while responding to scale and materiality of the local context;
- Significantly increasing the population of residents and workers with new housing units; and
- Minimize the presence of surface parking lots with underground parking garages.

4.9 ZONING BYLAW 1995-14864

The Zoning By-law currently identifies the lands as within the Township of Puslinch, therefore no zone category has been applied to the subject site.

The applicant is requesting an R.4B residential zoning category on the subject property with specific provisions to permit townhouses and office/commercial space, minor reductions of the side yard and rear yard setback and distance between buildings, and an increase of Floor Space Index, density, and height.

A detailed analysis of the R.4B zone compared to the proposed conceptual Site Plan is provided in Section 5.1.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Development Proposal
November 2, 2017

5.0 DEVELOPMENT PROPOSAL

5.1 ZONING BY-LAW AMENDMENT: ZONING BY-LAW COMPARISON

Provision	R.4B – High Density Apartment	Site	Provision Requested
Permitted Uses	Apartment Building; Nursing Home; Home for the Aged; Retirement Residential Facility; Maisonette; Accessory Uses in accordance with Section 4.23; Home Occupation in accordance with Section 4.19	Stacked Townhouse; Cluster Townhouse; Apartment Building; Nursing Home; Home for the Aged; Retirement Residential Facility; Maisonette; Accessory Uses, Commercial/Retail Space, Office Space in accordance with Section 4.23; Home Occupation in accordance with Section 4.19	Yes
Minimum Lot Area	650m ²	33,207.50 m ²	No
Minimum Lot Frontage	15 m	108.1m	No
Maximum Density	150 units/ha	162.6 units/ha (540 Units)	Yes
Minimum Front Yard	6 metres and as set out in Section 4.24	7.6 m	No
Minimum Exterior Side Yard	6 metres and as set out in Section 4.24	N/A	No
Minimum Side Yard	Equal to one-half the building height but not less than 3 metres and in accordance with section 5.4.2.1: 7.5 m (Building 1 & 2 podium) 23.75 m (Building 1 & 2) 13.85 m (Building 4)	13.80 m (Building 1 & 2 podium) 19.80 m Building 1 & 2) 3.30 m (Building 4)	Yes
Minimum Rear Yard	Equal to 20% of the Lot Depth, or one-half the Building Height whichever is greater, but in no case less than 7.5 metres: 20% Lot Depth = 60.74 m	40.73 m (Building 3)	Yes
Maximum Building Height	10 storeys and in accordance with sections 4.16, 4.18, 5.4.2.5 & Defined Area Map 68	Building 1 & 2 – 14 storeys (47.50 m) Building 3 & 4 – 8 storeys (27.70 m) Building 5 – 2 storeys (8.5 m)	Yes
Minimum distance between buildings	The distance between the face of one Building and the face of another Building either of which contains windows of Habitable Rooms, shall be one-half the total height of the two Buildings, and in no case less than 15 metres. The distance between the faces of any		Yes

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Development Proposal
November 2, 2017

	two Buildings with no windows to Habitable Rooms shall be a minimum of 15 metres. 47.50 m (Building 1 – 2) 37.60 m (Building 1 & 2 – 4) 32.65 m (Building 2 – 3) 27.70 m (Building 1 – 5) 17.80 m (Building 4 – 5)	51.80 m (Building 1 – 2) 36.20 m (Building 1 & 2 – 4) 34.90 m (Building 2 – 3) 30.00 m (Building 1 – 5) 46.70 m (Building 4 – 5)	
Minimum Common Amenity Area	An amount not less than 30 m ² per dwelling unit for each unit up to 20. For each additional dwelling unit, not less than 20 m ² of common amenity area shall be provided and aggregated into areas of not less than 50 m ² . (Min. of 10,060m ² required).	18,761 m ² (47.3%)	No
Minimum Landscape Open Space (% of Lot Area)	20% of the lot area for building heights from 1-4 storeys and 40% of the lot area for buildings from 5-10 storeys	52.70%	No
Buffer Strip	Where an R.4 zone abut any other residential zone, institutional, park, wetland or Urban reserve zone a buffer strip shall be developed	Buffer strip to be provided along rear property line (northeast) to the R.3 zone on the Reid's property.	No
Fences	In accordance with Section 4.20	In accordance with Section 4.20	No
Off-Street Parking (including visitor parking and accessible parking)	880 required (In accordance with Section 4.13)	727 (Garage and Underground) 30 (Surface) = 757 total	Yes
Accessory Building or structures	In accordance with Section 4.5	Amenity Building is in accordance with Section 4.5	No
Garbage, Refuse Storage, and Composters	In accordance with Section 4.9	In accordance with Section 4.5	No
Floor Space Index	1.5	2.0	Yes
Angular Plane Transition	An imaginary inclined plane, rising over a Lot, drawn at a 45-degree angle from the horizontal, the bottom side of which is coincidental with the Centre Line of the Street and which together with other Building regulations and Lot size requirements, delineates the maximum bulk and Building Height.	48.68 (Buildings 1 & 5 – Gordon Street) 33.9 (Building 3 – Hawkins Drive)	Yes

5.2 PROPOSED SITE SPECIFIC REGULATIONS

5.2.1 Building Height and Maximum Density

The applicant is seeking special provisions to increase the maximum permitted height from 10 to 14 storeys, and to permit a density increase to accommodate a maximum of 162.6 units/ha. With the proposed height and density request, a commitment to incorporate community benefits into the development include, but are not limited to sustainable design features, and energy and water conservation measures (as indicated in the Community Initiative Letter, **Appendix B**).

The Growth Plan for the Greater Golden Horseshoe and the growth targets set out in the City's Official Plan polices provide for intensification; specifically, within the downtown core and along corridors such as Gordon Street. In order to achieve the density targets established, a mix of building types, high rise developments have been approved in policy to meet with established targets. OPA 48 identifies the subject site as High Density Residential (Schedule 2, currently under appeal). The buildings have been designed to provide an appropriately scaled aesthetic street wall along Gordon Street and the main entrance/circulation to the development.

5.2.2 Permitted Uses

The draft zoning by-law proposed for the subject site seeks special provisions to allow for the permitted uses of the R3 zone, in addition to all permitted uses under the R.4B zone.

It is anticipated the phasing of development will occur over four to six years. During the development of the site, it is uncertain how housing market demands will change. Allowing for both apartments and townhouses on the subject site will provide an opportunity for flexibility to accommodate the current demand of housing needs in the City of Guelph.

Additionally, the draft by-law proposed for the subject site seeks special provisions to allow for commercial space and office space. The inclusion of this space will help to achieve a mixed-use community and contribute to the existing Gordon/Clair mixed-use node.

5.2.3 Required Parking

The City of Guelph Zoning By-law requires apartment buildings to have 1.5 parking spaces for the first 20 units, and 1.25 per unit for each unit in excess of 20. It is being requested that a site-specific requirement be permitted on site where only 1.2 parking spaces per unit is required. The updated Downtown Zoning By-Law for the City of Guelph only requires 1 parking space per dwelling unit for developments of similar nature. It is of our opinion that this development is located within a Core Node of the City and having a parking requirement of this nature would be suitable.

The City of Guelph Zoning By-law also requires R.4 Zones to designate a minimum of 20% of the calculated total required number of Parking Spaces for the use of visitors to a residential Building

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Development Proposal
November 2, 2017

and such Parking Spaces shall be located above grade and clearly identified as being reserved for the exclusive use of visitors.

However, it is being requested that a site-specific requirement be permitted for the proposed development to provide only 7% of parking for the use of visitors and for this parking to be permitted below grade.

Should additional parking be located above grade, this would deter from the pedestrian-oriented environment that this development wishes to promote and would also take away from the amount of open space available to residents and the surrounding community for leisure activities.

This request to house the majority of the visitor parking spaces below grade is in keeping with the High-Density Residential Parking requirements listed in the Official Plan that strongly encourages all parking to be placed in underground parking locations.

5.2.4 Setbacks and Angular Planes

The draft zoning by-law proposed for the subject site seeks specific provisions to allow the following:

- Side yard setback of 3.30 metres and 19.80 metres from Building 4 and Buildings 1 & 2 respectively;
- Distance between buildings 1 & 2 to 4 of 36.2 metres;
- Floor Space Index of 2.0;
- Maximum height of 47 metres;
- Maximum density of 165 units/ha;
- Angular Plane from Hawkins Drive rear yards of 33.9 degrees; and,
- Angular Plane from Gordon Street of 48.68.

This intensification and compact development will require amended setbacks in order to achieve the direction set out in Official Plan policies from the City. The apartment buildings have been scaled with townhouses to ensure that the pedestrian environment is comfortable and appropriate.

The request is in keeping with Provincial intensification targets, the City of Guelph Growth Management Strategy, and the direction currently before Council regarding the Official Plan and Secondary Plan.

5.3 DRAFT ZONING BY-LAW

Proposed Specialized R.4B Zone for 1888 Gordon Street:

Permitted Uses

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Development Proposal
November 2, 2017

In addition to the permitted uses listed in Section 5.4.1.1, the following shall also be permitted:

- Townhouses;
- Office Space; and,
- Commercial/Retail Space;

Minimum Off-Street Parking:

Notwithstanding Section 4.13, the following minimum number of Parking Spaces shall be provided within an underground garage or an above-grade parking structure for the following uses:

Residents - 1.20 per unit

Visitors - 0.15 per Dwelling Unit

Non-Residential Uses 1.0 per 45 m² of Gross Floor Area

Regulation for Apartment and Townhouse Dwellings

All regulations of the R4.B Zone as specified in Sections 4 and 5.4.2 of the By-law with the following additions and exceptions shall apply to apartment and townhouse development on the subject site:

Minimum Side Yard Setback

3.30 metres

Minimum Distance Between Buildings

20 metres

Floor Space Index

2.0

Maximum Building Height

14 Storeys (47 m)

Maximum Density

162.6 units/ha

Angular Plane

48.68 Degrees from Gordon Street to Building 1

33.9 Degrees from rear yards on Hawkins Drive to Building 3

6.0 TRANSPORTATION

Stantec prepared a Transportation Impact Study (TIS) for the proposed development, which has been provided as part of this application submission package. The TIS assesses the transportation impact of the proposed development, and was completed in accordance with the City of Guelph TIS Guidelines. Additional consideration was given to transit service and active transportation within the Study Area.

The following methodology was used to analyze traffic operations and recommend transportation improvements:

- a) The existing base year (2016) weekday a.m. and p.m. peak hour traffic operations at the Study Area intersections are characterized by good levels of service and all movements operating within their theoretical capacities.
- b) Under future background conditions, most of the Study Area intersections are anticipated to operate within acceptable levels of service and volume to capacity ratios under the 2020, 2025, and 2030 horizons. The exception to this is the intersection of Gordon Street/Clair Road and the northbound left movement at Clair Road/Farley Drive. Several movements at the Gordon Street/Clair Road intersection are anticipated to approach capacity by the 2030 future background traffic scenario.

Right turn auxiliary lanes would benefit operations at the intersection of Gordon Street/Clair Road, however, right turn lanes would not be optimal considering the bicycle lanes along Gordon Street and Clair Road and the proximity to buildings and utilities may not allow for additional lane construction.

The northbound left turn movement at Clair Road/Farley Drive operates at a LOS F and is approaching capacity under the 2030 future background horizon year. It is recommended to monitor the intersection of Clair Road/Farley Drive as traffic increases to identify whether the northbound left movement will require an advanced left turn phase to reduce delay and capacity deficiencies in future horizon years.

- c) Widening of Gordon Street between Clair Road and Maltby Road will be required prior to the 2020 horizon year to accommodate the future background growth and other area background developments. Volumes are noted to exceed the planning level road capacity (900 vphpl) of a single lane road under 2020 future background traffic conditions.
- d) Traffic signals are warranted for installation at the intersection of Gordon Street/Gosling Gardens-Gosling Gardens Site Access under 2020 future total traffic conditions with the subject proposed development fully developed.
- e) Under future total traffic conditions, all Study Area intersections with the exception of the Gordon Street/Clair Road intersection and the northbound left movement at Clair Road/Farley Drive operate within acceptable levels of service and volume to capacity ratios under 2020, 2025, and 2030 horizon. Similar operational deficiencies are observed and noted between the future total traffic and future background traffic conditions, although slightly exacerbated due to site generated traffic. Based on the estimated trips

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Transportation
November 2, 2017

generated by the subject development, it is not anticipated that significant impacts to the local road network will occur.

- f) There is an opportunity to implement Travel Demand Management initiatives with the subject development which will help disperse generated trips among alternative modes of transportation. These initiatives aim to reduce reliance on single occupant vehicles and increase the number of trips made through transit and active transportation. It is noted that the proposed number of on-site bicycle parking spaces satisfies the City of Guelph's requirements.

The recommendations of the Transportation Impact Assessment are as follows:

- a) Monitor the intersection of Clair Road/Farley Drive as traffic increases due to background growth in order to identify when the northbound left movement will require an advanced left turn phase to reduce delay and address capacity deficiencies in future horizon years. Monitoring should be completed to accommodate background traffic, and should be conducted regardless of the subject development.
- b) Widen Gordon Street between Clair Road and Maltby Road by 2020 to accommodate traffic generated by background growth and other area developments.
- c) Install traffic signals at the intersection of Gordon Street/Gosling Gardens-Gosling Gardens Site Access by 2020 to accommodate the total traffic forecasts associated with the completion of the proposed development.
- d) Provide southbound left and northbound left turn lanes at the intersection of Gordon Street/Gosling Gardens-Gosling Gardens Site Access by 2020 to accommodate the total traffic forecasts associated with the completion of the proposed development and to provide continuity with the nearby road geometry.
- e) Implement the Travel Demand Management strategy recommendations including:
 - a. Provision of 686 parking spaces which represents the minimum number of parking spaces required by the zoning bylaw;
 - b. Provision of on-site pedestrian accommodations including safe and attractive walkways, benches, landscaping, and lighting; and,
 - c. Preparation and distribution of transit and active transportation information packages to new residents.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Servicing and Stormwater Management
November 2, 2017

7.0 SERVICING AND STORMWATER MANAGEMENT

Stantec prepared the Functional Servicing and Stormwater Management Report for the proposed development, which has been provided as part of this application submission package. The general conclusions are:

- Sanitary service is provided by the municipal system located on Poppy Drive just east of the site access. A flow control pipe and structure may be needed within this access to restrict flow leaving this site to 23.8 L/s.
- Water service is provided primarily from the existing 400mm watermain on Gordon Street fronting this site with a secondary connection point to the 150mm watermain on Poppy Drive to create a looped system.
- Enhanced (Level 1) water quality control will be provided for the site by a combination of OGS units, and infiltration galleries. Adequate water quality volumes will be provided to meet the MOE water quality requirements associated with infiltration facilities.
- The proposed system will infiltrate up to the 100-year event to maintain predevelopment conditions.

Based on the findings of the report, the following recommendations are provided:

- The proposed SWM measures provided in the report be constructed as designed;
- The erosion sediment control measures be implemented during construction;
- The Stormwater Monitoring and Maintenance Program be carried out during and following construction;
- The proposed development can be adequately serviced through the connection to the existing services; and
- Overall site grading will provide for "major" overland flow conveyance to the downstream municipal road allowance, provide adequate cover over municipal services and generally match existing roads and boundary grades. The servicing and grading have been designed to meet MOE and municipal standards.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Environmental Impact Statement
November 2, 2017

8.0 ENVIRONMENTAL IMPACT STATEMENT

A pre-consultation meeting that included City of Guelph, Tricar and Stantec staff was held at Guelph City Hall to discuss the proposed zone change required to accommodate the proposed development at 1888 Gordon St. on October 22, 2014. It was determined that a scoped EIS would be required since the Subject Property is within 120m of the Hall's Pond Provincially Significant Wetland (PSW) Complex, and that the EIS should discuss potential species at risk in the Study Area, and summarize the results of a tree inventory and compensation plan, hydrogeological study, and geotechnical report.

Through consultation with the City of Guelph and the GRCA, AET Group Inc. (AET) submitted a revised Terms of Reference (TOR) for the EIS to the City of Guelph on October 1, 2015, in accordance with the City of Guelph EIS Guidelines (City of Guelph, 2014). The revised TOR was approved by the GRCA and supported by City of Guelph Environmental Advisory Committee (EAC) at the December 9, 2015 meeting.

The EIS was prepared based on consideration of the following policies:

- Policy 2.1 of the *Provincial Policy Statement* (MMAH, 2005) with guidance provided through the *Natural Heritage Reference Manual* (MNR, 2010) and *Significant Wildlife Habitat Technical Guide* (MNR, 2000);
- City of Guelph Official Plan (2001, consolidated 2012) with consideration for Official Plan Amendment 42 (OPA 42, under appeal); and
- Grand River Conservation Authority Policies and Regulation (150/06).

Field investigations were conducted between October 2015 and July 2016 to confirm existing conditions, inventory existing vegetation, identify potential habitat of bat maternity roosts, waterfowl nesting, breeding birds, turtle nesting, and perform additional wildlife observations and assessments within the Study Area.

The Scoped EIS characterizes the natural features and functions, describe the development, identify potential impacts, and recommend appropriate mitigation and enhancement measures to protect, restore, and enhance the features onsite.

Based on the results of the background review, applicable policies and field investigations conducted by Stantec and AET in support of the EIS, it was concluded that the unevaluated wetland is not a PSW; there are no ANSIs, significant valley lands, fish habitat, significant wildlife habitat, species at risk, or species at risk habitat in the Study Area; the woodlands on the Subject Property do meet the criteria for significance; and based on the evaluation, the unevaluated wetland meets the GRCA criteria for removal.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Environmental Impact Statement
November 2, 2017

To address potential impacts identified in the EIS, mitigation measures have been recommended to avoid or minimize the potential negative effects. Recommended measures include the implementation of construction controls (i.e. construction timing windows and stormwater management) and the incorporation of restoration and enhancement measures (as appropriate) to offset any residual impacts that may occur. These management and mitigation measures are discussed in detail in the EIS, which has been submitted under a separate cover as part of a complete application.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Urban Design Brief
November 2, 2017

9.0 URBAN DESIGN BRIEF

An Urban Design Brief (UDB) has been submitted under a separate cover, as a requirement for a complete application based on the proposed development.

The UDB is an analysis of the architectural and urban planning conditions currently in place in the City of Guelph; and demonstrates how the proposed development at 1858 & 1888 Gordon Street offers design solutions that are sensitive to the site's location, articulates both public and private realms, and conforms with City's land use vision and design policy.

The design policies relevant to the proposed development are taken from the City of Guelph Official Plan (Section 3.6) (September 2014 Consolidation), urban design updates as amended by Official Plan Amendment No. 48, South Guelph Secondary Plan (Section 4.19.2.11.3), and the City of Guelph Urban Design Action Plan (2009).

The proposed development conforms to the above mentioned Urban Design policies by providing sustainable and compatible urban development to accommodate growth, minimize land-use conflict, utilize existing servicing and infrastructure, provide linkages for residents to nearby amenities and services, preserves natural heritage features, creates visual interest, and adds character through the selection of building material elements, and encourages the use of public and active transit.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Conclusions
November 2, 2017

10.0 CONCLUSIONS

In Summary, the proposal is consistent with the Provincial Policy Statement and the Growth Plan, and it has been designed to reflect the existing and draft documents for the area including the Urban Design Action Plan, the Secondary Plan, and the Official Plan Update.

The site is well served by transit, infrastructure and the form is compatible with surrounding uses. The development is consistent with numerous policy directions and the growth management strategy for additional greenfield polices of the Official Plan. The proposal will provide a variety of housing options contributing to the City's and Province's goals for intensification and efficient uses of land development and in our opinion represents good planning.

It is our opinion that this development meets the general intent of the Official Plan policies. The proposal will provide housing opportunities and sustainable housing options for the community. It will act as a gateway to the downtown, provide enhanced pedestrian movement and will be a catalyst for other residential developments in the South Guelph Planning Area.

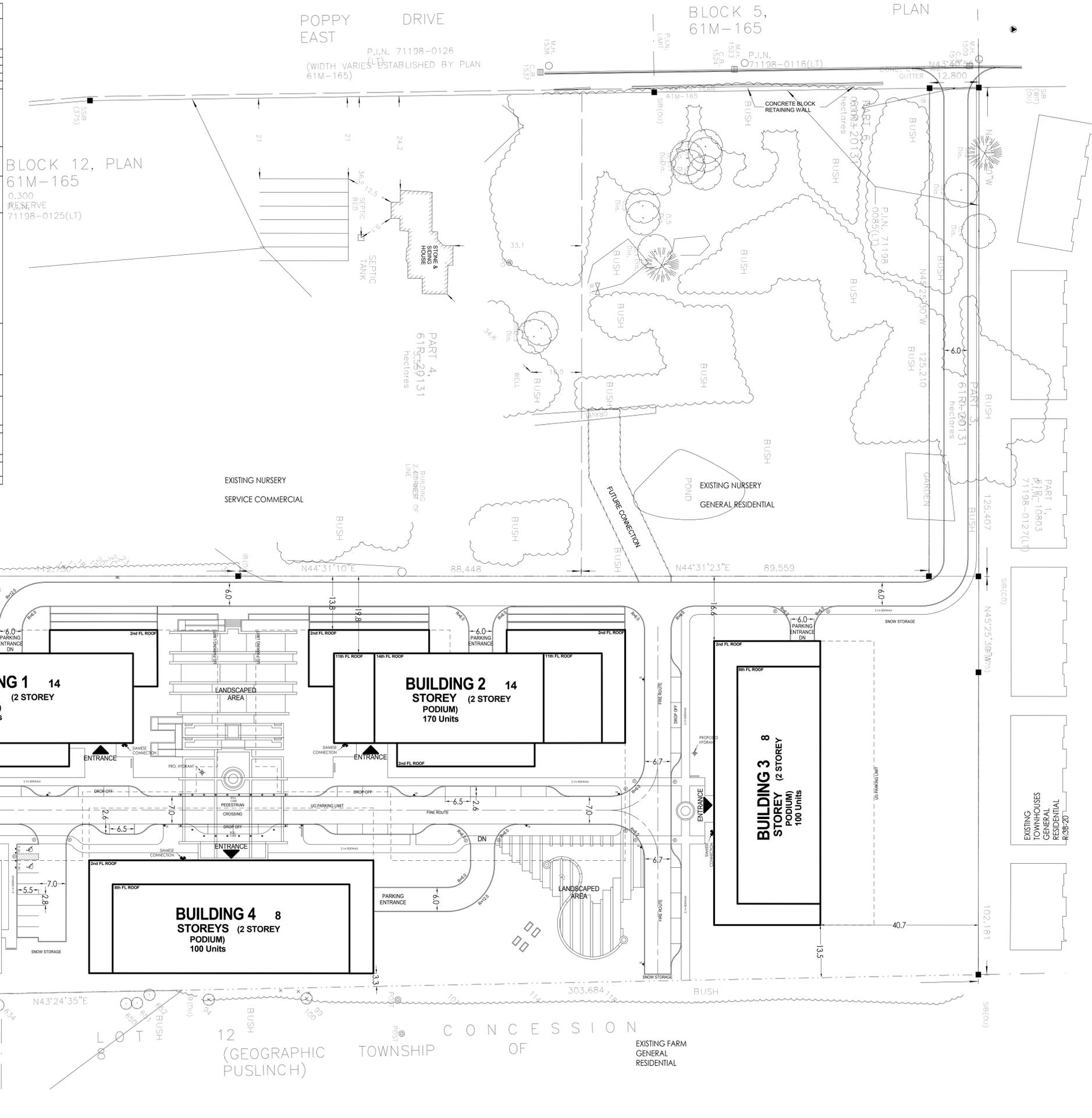
PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Appendix A Conceptual Site Plan
November 2, 2017

Appendix A CONCEPTUAL SITE PLAN

Provision	R.48 - High Density Apartment	Site	Provision Requested
Permitted Uses	Apartment Building; Accessory Uses in accordance with Section 4.28; Home Occupation in accordance with Section 4.19	Apartment Building; Accessory Uses in accordance with Section 4.28; Home Occupation in accordance with Section 4.19	No
Minimum Lot Area	650m ²	33,207.50 m ²	No
Minimum Lot Frontage	15m	108.1m	No
Maximum Density	130 units/ha	162.6 units/ha (540 Units)	Yes
Minimum Front Yard	6 metres and as set out in Section 4.24	7.2 m	No
Minimum Exterior Side Yard	4 metres and as set out in Section 4.24	N/A	No
Minimum Side Yard	Equal to one-half the building height but not less than 3 metres and in accordance with section 5.4.2.1: 7.50 m (Bldg. 1 & 2 podium) 24.40 m (Bldg. 1) 24.55 m (Bldg. 2) 14.65 m (Bldg. 4)	13.80 m (Bldg. 1 & 2 podium) 19.80 m (Bldg. 1) 19.80 m (Bldg. 2) 3.30 m (Bldg. 4)	Yes
Minimum Rear Yard	Equal to 20% of the Lot Depth, or one-half the Building Height whichever is greater, but in no case less than 7.5 metres; 20% Lot Depth = 60.74m	40.73 m (Bldg. 3)	Yes
Maximum Building Height	10 storeys and in accordance with sections 4.16, 4.18, 5.4.2.5 & Defined Area Map 48:	48.8m - 14 Storey (Bldg. 1) 49.1m - 14 Storey (Bldg. 2) 29.3m - 8 Storey (Bldg. 3) 29.3m - 8 Storey (Bldg. 4) 8.5m - 2 Storey (Bldg. 5)	Yes
Minimum distance between buildings	The distance between the face of one Building and the face of another Building either of which contains windows of Habitable Rooms, shall be one-half the total height of the two Buildings, and in no case less than 15 metres. The distance between the faces of any two Buildings with no windows to Habitable Rooms shall be a minimum of 15 metres. 48.95 m (Bldg 1 - 2) 39.20 m (Bldg 1 & 2 - 4) 33.45 m (Bldg 2 - 3) 28.65 m (Bldg 1 - 5) 18.90 m (Bldg 4 - 5)	51.80 m (Bldg 1 - 2) 36.20 m (Bldg 1 & 2 - 4) 34.90 m (Bldg 2 - 3) 30.00 m (Bldg 1 - 5) 46.70 m (Bldg 4 - 5)	Yes
Minimum Common Amenity Area	An amount not less than 30 m ² per dwelling unit for each unit up to 20. For each additional dwelling unit, not less than 20 m ² of common amenity area shall be provided and aggregated into areas of not less than 50 m ² . (Min. of 11,000 m ² required).	18,761 m ² (47.3%)	No
Minimum Landscape Open Space (% of Lot Area)	20% of the lot area for building heights from 1-4 storeys and 40% of the lot area for buildings from 5-10 storeys	52.70%	No
Buffer Strip	Where an R.4 zone about any other residential zone, institutional, park, welland or urban reserve zone a buffer strip shall be developed in accordance with Section 4.2c	Buffer strip to be provided along rear property line (northeast) to the R.3 zone on the Reid's property.	No
Fences	In accordance with Section 4.13	In accordance with Section 4.2c	No
Off-Street Parking	727 (Parking Structure) 680 required	727 (Parking Structure) 30 (Surface) = 757 total	No
Accessory Building or structures	In accordance with Section 4.5	In accordance with Section 4.5	No
Garbage, Refuse Storage and Composters	In accordance with Section 4.9	In accordance with Section 4.5	No
Floor Space Index	1.5	2.0	Yes

Notes:
 - Property Owner: Ticor Developments, 3800 Col. Talbot Rd. London ON, N6P 1H5, (519)-652-8900
 - Garbage to be stored internally and brought to loading zone for public pick-up
 - Area Calculations do not include potential road widening



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REV	YYYY-MM-DD	REVISION / DRAWING ISSUE	REVIEW
1	2017-09-18	SITE PLAN APPLICATION	

CONSULTANT

PERMIT STAMP



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PROJECT

GORDON ST. MASTERPLAN

Guelph, Ontario

DRAWING TITLE

SITE PLAN

DRAWING ISSUE

SITE PLAN APPLICATION

PROJECT NO.	PLOT DATE	DRAWN	Author
180271	2017-09-18	REVIEWED	Checker
DRAWING NO.	SCALE	REVISION	1
A-100	1 : 500		

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Appendix B Energy Commitment Letter
November 2, 2017

Appendix B ENERGY COMMITMENT LETTER

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SITE SUSTAINABILITY OVERVIEW

Urban Development	A dense and well utilized site serviced by vehicular and active transportation to the downtown core. Integrates an active pedestrian connection between new and existing development.
Existing and Proposed Trees	New trees on site and in the public right of way will contribute to the urban canopy, and new growth will add to the overall rejuvenation of the urban forest. It will provide a pleasant visualization for the existing adjacent buildings, as well as occupants of the proposed.
Site Lighting	Site lighting will be designed to direct to the ground and not to the sky.
Alternative Transportation	The site is adjacent to public transportation routes, pedestrian and cycling networks and has on-site bicycle storage. Future residents will have many active transportation choices, and the site is served by nearby retail and commercial uses within walking distance. The active pedestrian connection provides residents ease of access to the commercial/retail core.
Carbon Dioxide	The design and construction of the building will take into consideration the electrical and natural gas consumption for each major plant and electrical systems. Design will be balanced to provide more efficient equipment. Part of the design exercise will be to target larger electrical loads and the selection of the most efficient solution.
Landscape and Exterior Design	The proposed open space area exceeds the zoning requirement, at 40%. The landscaped areas will provide for an aesthetically enhanced streetscape, façade, and entrance design to the building. A large open public space area is proposed central to the site.
Heat Island	The building proposes light-colored building materials which have proven effective in reflecting more light. The roof will use lighter-coloured surfaces compared to a typical asphalt roof, which does not reflect a lot of solar radiation.
Exterior Design	Through responsible building design, mixes of building materials will be evaluated and selected to decrease the heat island effect and be energy efficient. The design of the new building will be subject to the recently amended Ontario Building Code requirements, particularly by energy modeling design evaluation approach, which largely influences the percentage of glazing, glazing type, building opening's orientation, etc. By the use of a responsible balance of materials and orientation, an energy efficient design will be synergized in an aesthetically pleasing and sustainable structure.

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Building Sustainability	The building design, materials, and equipment have been selected and will be incorporated such that the building is sustainable in the long term. Sections of window walls will be designed in compartments to reduce the overall large expansion and contraction properties attributed with glass. The use of precast exterior wall panels and coating provides improved life cycle façade with minimal fading or delamination as found in other materials.
Stormwater Management	Stormwater management will be designed to capture and recharge the existing groundwater system. It is estimated that 80% of the runoff volume will be directed to groundwater.

WATER EFFICIENCY

Water Efficient Landscaping	Drought resistant landscape material will be specified as much as possible.
Reduced Water Consumption - Domestic Use	Low-flow faucets, toilets, and showerheads will be incorporated throughout the units to reduce water consumption. The intent is for hot water domestic supply to come via condensing boiler systems. Heated storage tanks will be utilized to reduce fluctuations in the requirement for hot water under peak demand. Allowing for on-site storage reduces the amount of time required by residents to wait for hot water to come from centralized systems.
Reduced Water Consumption - Heating & Cooling	Through the integration of high efficiency chiller/cooling tower systems and condensing boilers, the heating and cooling systems will be completely closed looped systems. The evaporation losses and energy efficiencies will be minimalized, even more than a conventional heating and cooling system.

ENERGY & ATMOSPHERE

Design Features – Mechanical Systems	The buildings HVAC system is centralized, individual controls will be provided in units for heating, cooling and lighting. The use of condensing boilers will be installed. Variable speed pumps for heating and cooling will be incorporated with integrated building controls. Low E windows will be used.
Design Features – Electrical	Energy efficient lighting will be utilized throughout the building. High efficiency florescent lighting will be utilized in most common areas which require 100% illumination at all time (parking garage, corridors, and stairs), and consideration for motion detection devices and/or LED lighting will be taken into consideration. Natural light is accommodated in all units and common areas to reduce the need for electrical consumption. Energy efficient appliances will be the standard inclusion for all units.

PLANNING JUSTIFICATION REPORT FOR 1888 GORDON STREET GUELPH, ONTARIO

Appendix B Energy Commitment Letter
November 2, 2017

Electrical Metering and Controls	Utilities will be separately metered for individual units making residents aware of energy consumption. The building manager will be responsible for common areas and to monitor and reduce energy consumption. Common areas to be separately metered for electrical and natural gas.
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MATERIALS & RESOURCES

Regional Materials	The vast majority of materials are available locally (800km radius as defined in LEED standard), limiting environmental impact of source supply transportation.
Low Emitting Materials	Low VOC materials will be used where possible, including, membranes, soy based polyurethane insulation, paints, carpeting, etc.
Collection of Recyclables	Collection of recyclables will be in accordance with City by-laws. A collection room will be located in the base of the building with ample room for additional bins.
Building Materials	High recycled content material to be specified where possible. Renewable finishes (such as flooring) will be offered as choices to purchasers of residential units.
Construction Management Waste	A construction waste diversion program will be in effect during the construction period. On-site concrete washing out will not be done on-site, back washing of the concrete truck will be done at the batching plant.

INDOOR ENVIRONMENT QUALITY

System Controllability	Each unit will have access to individual controls for heating, cooling, lighting, and ventilation.
Natural Ventilation	Operatable windows are provided for every unit and individual balcony.
Low VOC emitting Materials	Low VOC materials will be utilized where possible.
Natural Light	The building provides natural light to all regularly utilized spaces, other than the below grade parking garage.

INNOVATION & DESIGN PROCESS

Sustainable Consultants	The building and units will be designed and developed with input from accredited sustainable consultants. The building will be constructed to SB10 of the Ontario Building Code, energy modeling will be completed and applied to the building design to exceed the requirements of SB10.
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