

PLANNING JUSTIFICATION REPORT

190, 202, 210 and 216 Arkell Road, City of Guelph



Date:

October 2018

OUR FILE 15246A

Prepared by:

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INTRODUCTION

MHBC Planning has been retained by Crescent Homes to provide planning advice for the development of the property municipally addressed as 190-216 Arkell Road, City of Guelph. The purpose of this report is to provide a planning analysis and summary of the relevant policy framework, planning considerations, and technical studies. This analysis also considers the comments received at the pre-consultation meeting held on June 29, 2016.

The subject lands are situated on Arkell Road north of the intersection of Arkell Road and Summerfield Drive (**Figure 1**). The Site measures 2.5 hectares in size and currently has four single detached dwellings that will be demolished to accommodate the proposed development.

This report has been prepared in support of applications for a Zoning By-law Amendment and a Draft Plan of Subdivision application. The intent is to demolish the existing single detached dwellings on the lot and construct cluster and stacked townhouses and a public road to connect Dawes Avenue to Summerfield Drive. The proposed development will be subject to a separate site plan application. The purpose of the proposed Zoning By-law Amendment is to change the zoning of the subject lands from Agriculture (A) in the Township of Puslinch Zoning By-law No. 19/85 to Residential Townhouse (R3.A) under the City of Guelph Zoning By-law No. 1995 – 14864, thereby permitting the proposed townhouse use on the subject lands. The R3.A zone identifies that stacked townhouses are permitted a maximum density of 60 units per hectare and cluster townhouses permit a maximum density of 37.5 units per hectare.

In addition to changing the zoning to Residential Townhouse, a special provision for the R3.A zone is requested to increase the permitted density for the cluster townhouses to 60 units per hectare, whereas 37.5 units per hectare is permitted. This is required due to the creation of blocks for the townhouses as a result of the public road.

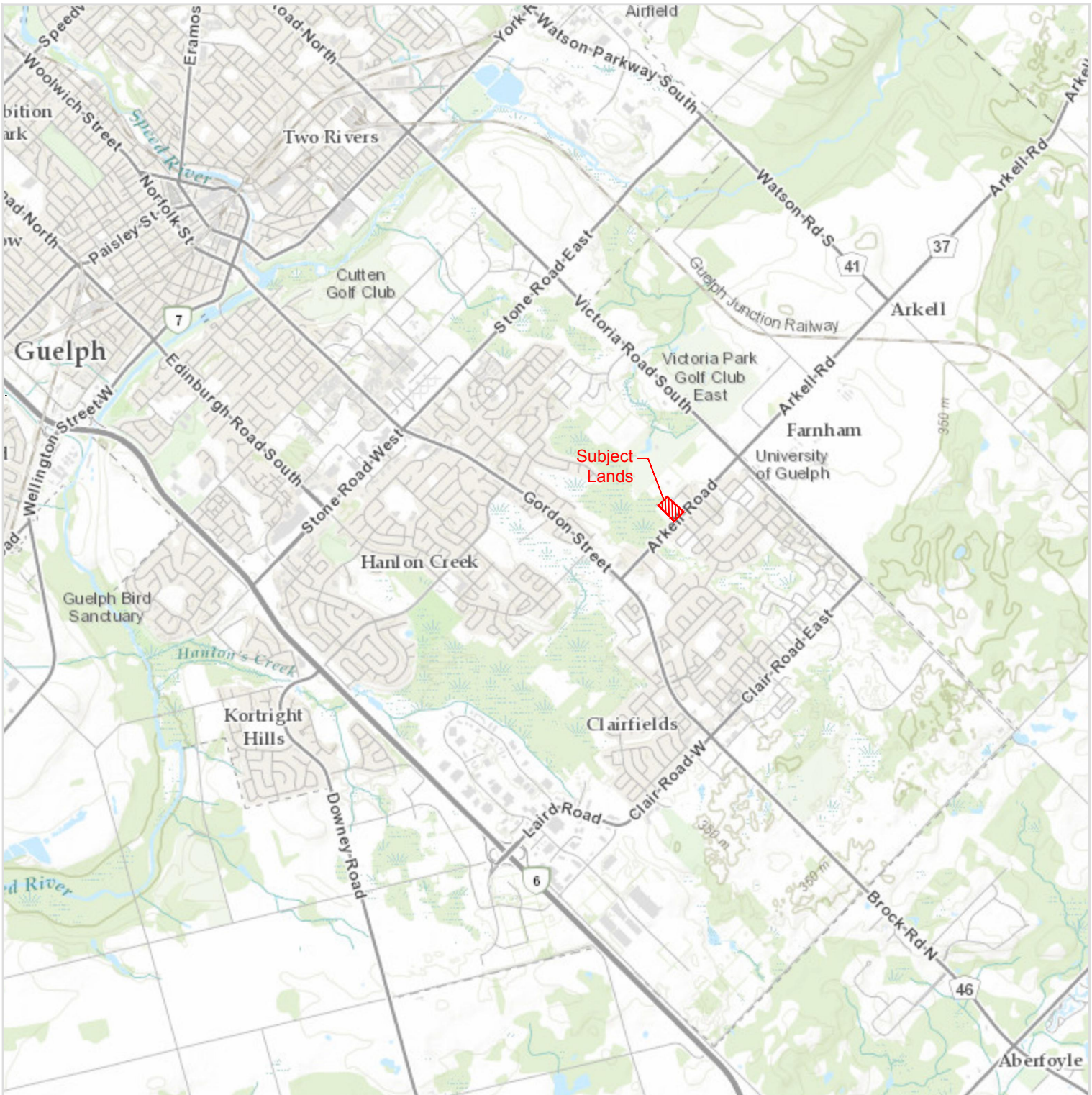


Figure 1:
Location Map

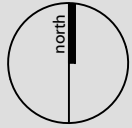
Part of Lot 6, Concession 8
City of Guelph
County of Wellington

LEGEND


Subject Lands

Source: ESRI World Topographic Base Map

DATE:	Sept 12, 2018
SCALE:	NTS
FILE:	15264A
DRN:	GC



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1.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject lands are approximately 2.5 hectares (6.4 acres) and are located west of the intersection of Arkell Road and Victoria Road South, in the City of Guelph. The lands form a rectangular shape with frontage along Arkell Road. The existing single detached dwellings are oriented to Arkell Road. The properties do not currently have pedestrian access to the site, but the proposed development will have a sidewalk system that connects to the existing pedestrian system in the Dawes Avenue subdivision.

Surrounding uses include the following:

- WEST:** The lands immediately west of the subject lands are other large residential lots that contain a single detached dwelling. Further to the west, beyond the existing dwellings, is a large woodlot that is designated Significant Natural Areas & Natural Areas in the City of Guelph Official Plan.
- NORTH:** An agricultural lot with a residential dwelling is located north of the subject lands. Further north, lands that were previously the Victoria Park West Golf Course Lands are part of a proposed Plan of Subdivision and Plan of Condominium. Portions of the plans have been approved and are in the process of development. Northeast of the subject lands at the corner of Victoria Road South and Arkell Road is proposed high school for the Upper Grand District School Board that is currently in the process of securing planning approval. This proposed high school would be within 800 metres of the proposed development.
- EAST:** An existing townhouse development is found to the east of the subject lands. These townhouses are part of the residential development that created Dawes Avenue, which is proposed to be extended as part of our proposed development. Between the subject lands and the residential development is a private driveway owned by the agricultural/residential parcel to the north of the subject lands.
- SOUTH:** Single detached and semi-detached homes are found south of the subject lands along Summerfield Drive. A private townhouse condominium development is also found south of the subject lands.

The subject lands are within walking distance of a number of parks and open space, as well as Sir Isaac Brock Public School and St. Ignatius of Loyola Catholic School.

Figure 2 of this report illustrates the immediate and broader surrounding context respectively. The Victoria Park East Golf Club is located northeast of the subject property, and the University of Guelph and Stone Road Mall are located northwest of the subject property and are all easily accessible via a short car ride or public transit ride. Within walking distance of the subject property is a commercial and office plaza at the corner of Arkell Road and Victoria Road South, as well as some parks and two schools. The proposed high school is also located at Victoria Road and Arkell Road as well. Within a 3 km radius of the subject lands there are several community serving uses and the Pergola Commons, which includes restaurants, banks, grocery stores and entertainment venues.



2.0 PRE-CONSULTATION

Two pre-submission meetings were held: one on February 10, 2016 and another on June 29, 2016. The purpose of these meetings was to discuss the proposed development concept and Zoning By-law Amendment and to determine the technical requirements for the submission of complete applications and studies in support of the zone change application.

Following the pre-submission meetings staff confirmed that the following will be required:

- Draft Plan of Subdivision application;
- Major Zoning By-law Amendment application;
- Completed application forms and fees, payable to the City of Guelph;
- Planning Justification Report;
- Urban Design Brief, including the preliminary site plan;
- Environmental Impact Study;
- Tree Inventory Protection Plan;
- Hydrogeological Report to support EIS;
- Functional Servicing Report;
- Stormwater Management Report;
- Preliminary Grading and Drainage Plan;
- Preliminary Servicing Plan;
- Preliminary Site Plan;
- Traffic Geometrics Plan (to be addressed at site plan review);
- Phase 1 Environmental Site Assessment¹;
- Parkland Conveyance Appraisal Report (to be addressed through a condition of approval for the Plan of Subdivision); and
- Salt Management Plan (to be undertaken by MTE during final development design stages or at site plan review).

The required reports/studies listed above that have been completed are included as part of this submission. A brief summary of the technical reports is included in Section 6.0 of this report.

The plan originally submitted through the pre-application process has been updated based on City staff comments. Changes include updating the concept plan to show the connection between the proposed development and Dawes Avenue. City staff also requested that the proposed road be aligned with Summerfield Drive, across from the subject lands. These changes have been carried forward in the proposed concept plan (**Figure 3**).


The signed copy of the Record of Pre-Submission Consultation is included as **Appendix A** of this report.

¹ The Geotechnical Investigation (summarized in Section 5.0) completed by Peto MacCallum Ltd. concludes a Phase 1 ESA was not within the scope of this proposed development.



Figure 3:
Preliminary Concept Plan

Arkell Road Properties
City of Guelph

LEGEND
 Subject Lands

	Proposed
Gross Area	25,768 m² (2.57 ha)
Net Area	12,532 m² (1.25 ha)
Number of Units	66
No. of Storeys	3
Gross Area Density	25.7 units/ha
Net Area Density	52.8 units/ha
Parking Required	39 spaces
Parking Provided	46 spaces

- Notes:
- Net Area excludes: NRSI wetland limit, 30m buffer from NRSI wetland, 20m wide right of way and 5m road widening.
 - Standards for Residential Townhouse (R.3) Zone used for Concept Plan.
 - Parking Required includes 1 space/unit and 20% visitor parking requirement.
 - Site Boundary is approximate and should be verified by Survey.
 - Natural feature limits from NRSI (August 28, 2018)
 - Density to be confirmed through City review.

Sources:

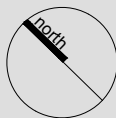
- City of Guelph Aerial Imagery 2017
- Parcel Fabric - Grand River Conservation Authority (GRIN) 2010
- Dripline Limits - Natural Resource Solutions Inc. (NRSI) August, 2018
- Wetland Limits - Natural Resource Solutions Inc. (NRSI) August, 2018
- City of Guelph Zoning By-law (1995) 14864

DATE: September 12, 2018

FILE: 15246A

SCALE ±1:750

DRAWN: GC



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3.0 PROPOSED DEVELOPMENT

3.1 Preliminary Concept

The proposed development intends to demolish the existing single detached dwellings on the four lots to accommodate a stacked and cluster townhouse development and street connecting from Dawes Avenue to Arkell Road where Summerfield Drive begins. The existing buildings are oriented towards Arkell Road. As illustrated in **Figure 3**, the preliminary concept plan for the property proposes to demolish the existing structures and to construct 66 new units: 32 stacked townhouse units and 34 cluster townhouse units. The Draft Plan of Subdivision is included as **Figure 4** and illustrates density calculations for each block, as requested by the City.

In addition to the proposed townhouse buildings, a surface parking area is proposed for the stacked townhouse units. In total 46 surface parking spaces are proposed, which exceeds the Zoning By-law requirement of 39 spaces (1 for each unit and 7 to accommodate the 20% visitor parking requirement). The cluster townhouse dwellings are proposed to have driveway parking.

There is a private laneway that exists to the east of the subject lands between the subject lands and the Dawes Avenue subdivision. Through discussions, City staff have promoted this connection to Dawes Avenue through to the adjacent lands and the adjacent landowner has been consulted. The proposed connection is illustrated on the plans and the preliminary design has considered this connection. Completion of the connection is anticipated to be addressed as a condition of approval.

As previously noted, the existing subject lands contain 4 single detached dwellings. The proposed development will demolish the existing residential structures and will build 66 units within a development of stacked and cluster townhouse buildings.

3.2 Zoning By-Law Amendment

The purpose of the zone change application is to:

- Change the zoning of the property from 'A' in the Township of Puslinch Zoning By-law No. 19/85 to 'R3.A' under the City of Guelph Zoning By-law No. 1995 – 14864 to permit stacked and cluster townhouse dwellings; and
- Permit an increased density of 60 units per hectare (whereas 37.5 is permitted) for cluster townhouse dwellings as a site specific provision. This is required due to the creation of blocks for the townhouses as a result of the public road. No other regulations are proposed to be changed. Details regarding the proposed zoning are included under Section 5.4 of this report.

Legal Description
PART OF LOT 6, CONCESSION 8, GEOGRAPHICAL TOWNSHIP OF PUSLINCH.
CITY OF GUELPH
COUNTY OF WELLINGTON

DATE: _____

DATE: _____

[illegible]

A. AS SHOWN	B. AS SHOWN	C. AS SHOWN
D. MULTIPLE RESIDENTIAL, OPEN SPACE		
E. AS SHOWN	F. AS SHOWN	G. AS SHOWN
H. MUNICIPAL WATER SUPPLY	I. LOAM	J. AS SHOWN
K. ALL SERVICES AS REQUIRED	L. AS SHOWN	

Notes

1. All dimensions are in metres unless otherwise shown
2. Dripline Limits - Natural Resource Solutions Inc. (NRSI) June, 2016
3. Wetland Limits - Natural Resource Solutions Inc. (NRSI) August, 2016
4. Property boundary is approximate, based on MTE Existing Conditions Plan and Wellington County Survey plans E1R-773, E1R-2819
5. Surrounding parcel boundaries are approximate/ taken from Vump (First Base Solutions) aerial imagery
6. Unit yield based on Conceptual Site Plan prepared by MHBC Planning
7. Landfill footprints outside of subject lands gathered from City of Guelph open data


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Project	Arkell Road - Guelph	Checked By	D.A.
Applicant		Other	

File Name	DRAFT PLAN	Dwg No.	1 of 1
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K:\15246A-Crescent Homes-Arkell Road-Guelph\DP\Draft Plan September 12 2018.dwg

4.0 PLANNING ANALYSIS

The following is a review of the land use policy framework related to the subject lands, and how the proposal has met those considerations.

4.1 Places to Grow

The 2017 Growth Plan for the Greater Golden Horseshoe ('Growth Plan') was released on May 18, 2017 and came into effect on July 1, 2017. The plan is a framework for implementing the Provincial Government's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe.

The policies of the Growth Plan centre on the key themes of directing growth to built up areas and the promotion of transit-supportive densities and a healthy mix of residential and employment land uses. Among the guiding principles of the plan include:

- Build compact, vibrant and complete communities
- Optimize the use of existing and new infrastructure to support growth in a compact, efficient form
- Provide for different approaches to managing growth that recognize the diversity of communities in the GGH

The Growth Plan aims to direct a significant portion of new growth to the built-up areas of the community through intensification. Section 2.2.2 of the Growth Plan also identifies general intensification targets for the delineated built up area, stating that a minimum of 60 percent of all annual residential development will be within the delineated built up area by the year 2031 and each year thereafter. Until the next municipal comprehensive review is approved and in effect, and until each year until 2031, a minimum of 50 percent of all residential development will be within the delineated built-up area.

The subject lands are located within the Built-up Area of the City of Guelph on Schedule 4 of the Growth Plan. The proposed redevelopment represents intensification of the existing Built-up Area, and will provide additional population density in proximity to existing transit and active transportation networks and the downtown.

Sections 2.2.1 & 2.2.2 (Policies for Where and How to Grow) of the Growth Plan identify how population growth will be accommodated within the Delineated Built-Up Areas. These sections introduce policies related to intensification, reducing dependence on the automobile, complete

communities and efficient use of infrastructure and public service facilities. The proposed redevelopment conforms with the policies of this section of the Growth Plan by:

- Directing new development to the built-up area;
- Promoting redevelopment that supports active and public transportation options and reduces dependence on the automobile;
- Proposing a medium density development that contributes to the mix of housing types in the area;
- Contributing to the objective of a 'complete community' by encouraging development in close proximity to services, public transit and public open space;
- Making efficient use of existing infrastructure and public service facilities (e.g. roads, water, sewer, etc.); and,
- Making more efficient use of the land through a compact form of development.

Section 2.2.6 (Housing) of the Growth Plan specifies that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. In preparing a housing strategy to achieve complete communities, municipalities will plan to achieve the minimum intensification and density targets of the Growth Plan, consider the range and mix of housing options and densities of the existing housing stock, and diversify the overall housing stock across the municipality.

Section 4.2.2 (Natural Heritage System) of the Growth Plan states that new development within the Natural Heritage System will demonstrate that there are no negative impacts on the key natural heritage features of hydrologic features or functions. An Environmental Impact Study (EIS) has been completed for the subject lands, which concluded that there are no anticipated negative impacts to natural features on or adjacent to the site by the proposed development. A summary of the EIS is included in Section 6 of this report.

The proposed development will contribute to the intensification target of 60% as it is within the built up area of the Growth Plan. The proposed construction of 66 dwelling units will intensify the existing residential area and optimize the use of existing infrastructure by maximizing the use of the existing municipal stormwater and sewage facilities. Overall, the development achieves a net density of 52.8 units per hectare.

Based on the above, it is concluded that the proposed Zoning By-law Amendment is in conformity with the policies of the Growth Plan.

4.2 Provincial Policy Statement (2014)

The Provincial Policy Statement, 2014 (PPS) was issued by the Province of Ontario in accordance with Section 3 of the Planning Act. The 2014 PPS applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after April 30, 2014.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. It is to be considered in all planning decisions. One of the key considerations of the

PPS is that planning decisions 'shall be consistent with' the Provincial Policy Statement. The following is an analysis of the proposed development in the context of the policies in the PPS.

4.2.1 Settlement Areas

One of the key themes of the PPS is building strong, healthy communities and achieving efficient and resilient development patterns. Section 1.1.1 states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate range and mix of residential uses, promoting cost-effective development patterns and standards, improving accessibility for persons with disabilities and older persons, ensuring necessary infrastructure are available and promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate. The proposed development is consistent with these principles by:

- Providing an efficient land use pattern by building adjacent to the border which defines the Built Up Area to make the most efficient use of land and existing services.
- Providing for the intensification of existing residential lots that are located on existing roads served by alternative transit options and serviced by existing infrastructure. The subject lands are located on the Gordon Route 5 which provides access to the University of Guelph and the Guelph Central Station.
- Providing for development on lands currently serviced to municipal standards.
- Providing residential dwellings located a short distance from an existing transit route in close proximity to neighbourhood amenities.
- Providing for development that encourages the use of alternative transportation options such as walking, cycling and public transit.

Section 1.1.3 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for and efficiently use planned and/or available infrastructure and public service facilities; minimize impacts to air quality and climate change; support active transportation; and, are transit supportive where transit exists or may be developed. Settlement areas shall also contain a range of uses and opportunities for intensification and redevelopment. Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment taking into consideration existing building stock, brownfield sites and the availability of existing or planned infrastructure or public service facilities.

The proposed development represents the intensification of four (4) underutilized parcels of land within an existing settlement area, and more specifically, within an area targeted for development by the City of Guelph (a designated Greenfield Area). The proposed development will make more efficient use of the subject lands as they currently contain only four dwellings and are proposed to be redeveloped to create 66 dwelling units and will optimize existing municipal infrastructure. The proposed development will contribute to the range of uses within the neighbourhood and provide support for various non-residential uses located in proximity to the subject lands. The proposed redevelopment has a net density of 52.8 dwelling units per hectare, which is a transit supportive density and will contribute to existing and planned transit routes.

4.2.2 Housing and Public Spaces

Section 1.4.1 states that planning authorities shall aim to maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment. The proposed development will contribute to the intensification supply by constructing 66 dwelling units on the existing lots that currently contain four (4) dwelling units.

Section 1.4.3 states the ways that planning authorities are to provide an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents. The proposed development is consistent with the Province's direction by:

- Supporting residential intensification.
- Providing new residential development on lands containing appropriate levels of infrastructure.
- Providing residential densities that efficiently use land, infrastructure and support existing and planned active transportation and public transit.
- Providing for compact housing form through residential intensification.

4.2.3 Infrastructure

Section 1.6.6 provides that municipal sewage and water services are the preferred form of servicing for settlement areas. The subject lands are proposed to be developed adjacent to a subdivision on full municipal services and a technical memorandum for a Sanitary Capacity Assessment prepared by MTE Consultants confirms that sufficient water and sewer capacity exists for the proposed development.

4.2.4 Transportation Systems

Section 1.6.7 provides that transportation systems should be safe, energy efficient, facilitate the movement of people and goods, and appropriate to address projected needs. The subject lands are located along an existing bus route (Gordon Route 5) that accesses the University of Guelph and Guelph Central Station. The proposed redevelopment of the lands supports the development of public transit and other alternative transit modes in the area.

Based on the above, it is concluded that the proposed Zone Change Amendment is consistent with the policies of the Provincial Policy Statement.

4.3 City of Guelph Official Plan

The Official Plan was adopted by City Council on November 1, 1994, approved by the Ministry of Municipal Affairs and Housing on December 20, 1995 and comprehensively updated by the City of Guelph on December 17, 2001 and again more recently in three phases. The most recent phase, Official Plan Amendment 48 (Final Phase), was approved by the Ontario Municipal Board in October

2017, with the exception of one site specific appeal, one policy appeal and a few policies that are still under appeal on a site specific basis.

The Plan includes detailed provisions that provide a framework for implementing the Growth Plan for the Greater Golden Horseshoe and ensures consistency with the Provincial Policy Statement and other applicable Provincial legislation.

4.3.1 Natural Heritage System

The Official Plan identifies the importance of the Natural Heritage System and the City's commitment to ensuring the Natural Heritage System is protected, enhanced and restored wherever possible. Section 3.16.1 of the Official Plan identifies that:

The City will define the Natural Heritage System to be maintained, restored and, where possible, improved and will recognize the linkages between natural heritage features and areas, surface water, and groundwater features. Development will be prohibited within defined features in accordance with the provisions of the Provincial Policy Statement and the Growth Plan.

The northern portion of the subject lands comprises part of the City's Natural Heritage System. Schedule 4 of the Official Plan designates the lands as Significant Natural Areas. Schedule 4A and 4C of the Official Plan further identifies these lands as Areas of Natural Scientific Interest (ANSI's) and Wetlands and Significant Woodland, respectively. Development is not permitting within Significant Natural Areas or their minimum buffers.

Section 4.1.1 and table 4.1 of the Official Plan identifies the minimum buffers for wetlands, woodlands and wildlife habitats. The Environmental Impact Study (EIS) prepared for the subject lands confirms that a minor encroachment within the outer 15 metre of the 30 metre wetland buffer will be required at the extreme north section of the subject property where Street A meets with Dawes Avenue, primarily to accommodate grading. A small component of the road extension from Dawes Avenue will be within the extreme outer portion of the PSW buffer (outer 2 metres). It is important to note that the layout of the adjoining development (north and east of the subject lands) and the road layout of Dawes Avenue was previously approved by the City of Guelph with the intent that Street A would eventually provide a connection to Dawes Avenue.

Furthermore, the project team proposed alternative alignments/road widths and internal road connections to the City of Guelph in an attempt to maintain all development and associated grading outside of the 30 metre wetland buffer. However, the municipal requirements in association with public roadways and the location of Dawes Avenue preclude the achievement of realizing the minimum buffer for the PSW feature.

Section 4.1.1.11 of the City's Official Plan confirms that essential transportation infrastructure is permitted within the 30 metre wetland buffer due to the existing development which precludes the achievement of a minimum buffer:

Notwithstanding 4.1.1.9, minimum buffers have not been applied to lands containing existing development which may preclude achievement of the minimum buffer specified on Table 4.1.

For any redevelopment of such lands, an EIS will be completed to the satisfaction of the City that evaluated the need for an established buffer, and determines width where a buffer is required.

An EIS has been prepared by NRSI in accordance with the requirements of the Official Plan in support of the proposed development. The EIS, which has been summarized further below, concluded that there will be no adverse impact to the natural heritage system or its ecological function.

In conclusion, the EIS concludes that the proposed development complies with the Natural Heritage System policies of the Official Plan.

4.3.2 Greenfield Area

The subject lands are located within the 'Greenfield Area' according to Schedule 1- Growth Plan Elements (**Figure 5**) and are designated 'Low Density Greenfield Residential' in Schedule 2 – Land Use Plan (**Figure 6**). The subject lands are also approximately 500m away from the 'Intensification Corridor' on Gordon Street. The Growth Plan Elements Section of the Plan is intended to provide guidance on an integrated approach to implementing the Growth Plan and reflects the City of Guelph's commitment to the most important components of the Growth Plan planning framework. Specific policies in Section 3.12 for Greenfield Areas note that the greenfield area will be planned and designed to:

- 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;
- Create street configurations, densities, and an urban form that support walking, cycling, and the early integration and sustained viability of transit services; and
- Provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

Section 9.3.3 of the Official Plan outlines policies for height and density in Low Density Greenfield Residential areas, including a maximum net density of 60 units per hectare (Section 9.3.3.3). Section 9.3.3.4 further states that increased density may be permitted for development proposals on arterial and collector roads without an amendment to the Official Plan up to a maximum net density of 100 units per hectare.

The proposed development meets these objectives by creating appropriate street configurations and promoting densities which are more supportive of alternative methods of transportation including cycling and public transit. The proposed development creates a net density of 52.8 units per hectare, which exceeds the required minimum density of 50 persons and jobs per hectare. The proposed townhouses will complement the existing residential uses and will support nearby commercial and business uses.

4.3.3 Servicing

Policy 6.1.14 identifies that the City's servicing requirements for planned development will be monitored to ensure that the sustainable water and wastewater system capacities are not exceeded for the development. This will also help ensure that there is sufficient time for the planning, design, approval, financing and construction of new facilities as required. Per a Servicing Capacity

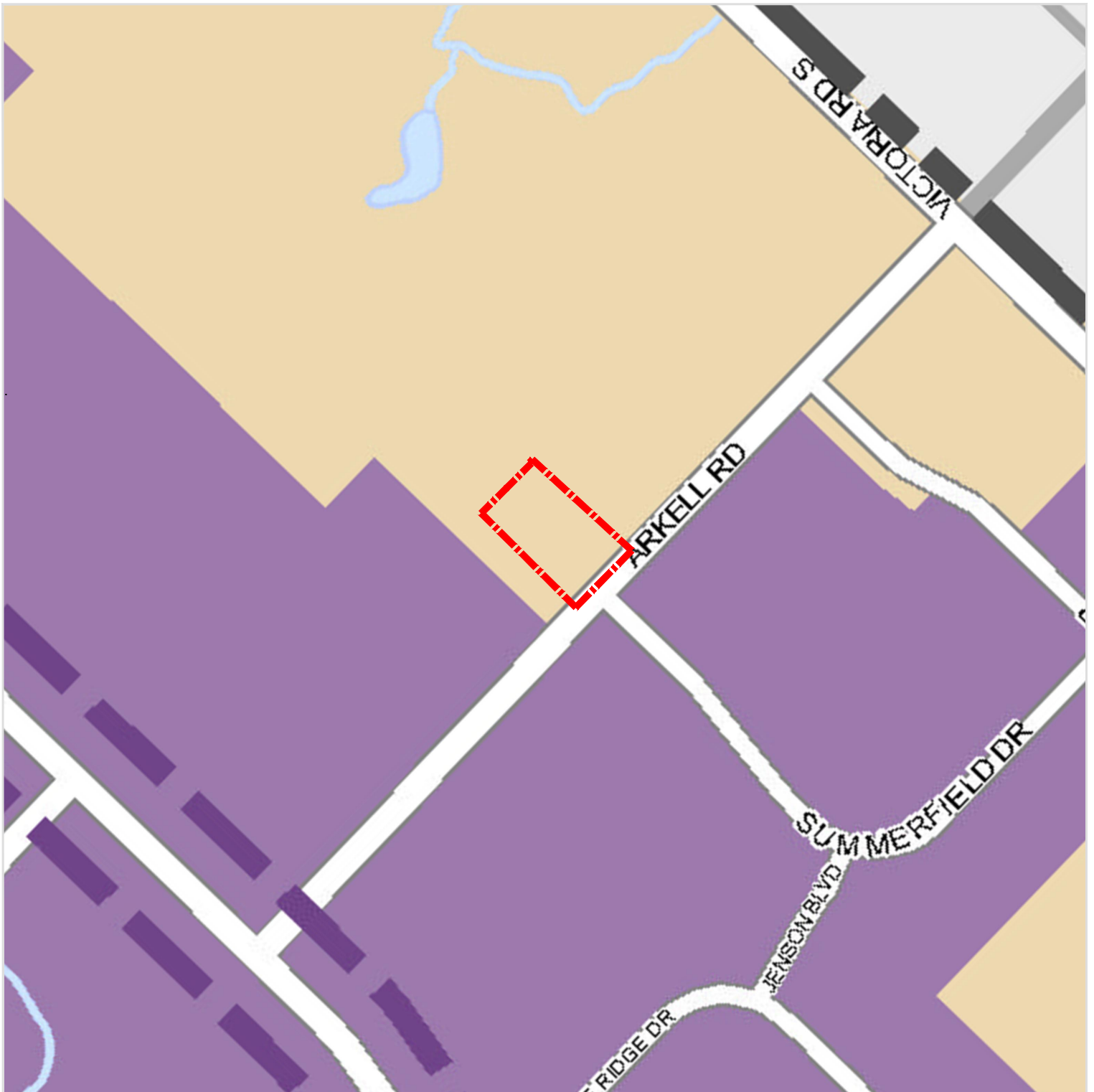








Figure 5:
**City of Guelph
 Official Plan-
 Schedule 1: Growth
 Plan Elements**

Part of Lot 6, Concession 8
 City of Guelph
 County of Wellington

LEGEND

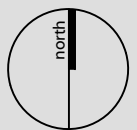
-  Subject Lands
-  Built-Up Area
-  Greenfield Area
-  Intensification Corridors
-  Watercourses
-  Waterbodies

DATE: Sept 12, 2018

SCALE: NTS

FILE: 15264A

DRN: GC



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MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
 P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Source: City of Guelph Official Plan, March 2018 Consolidation

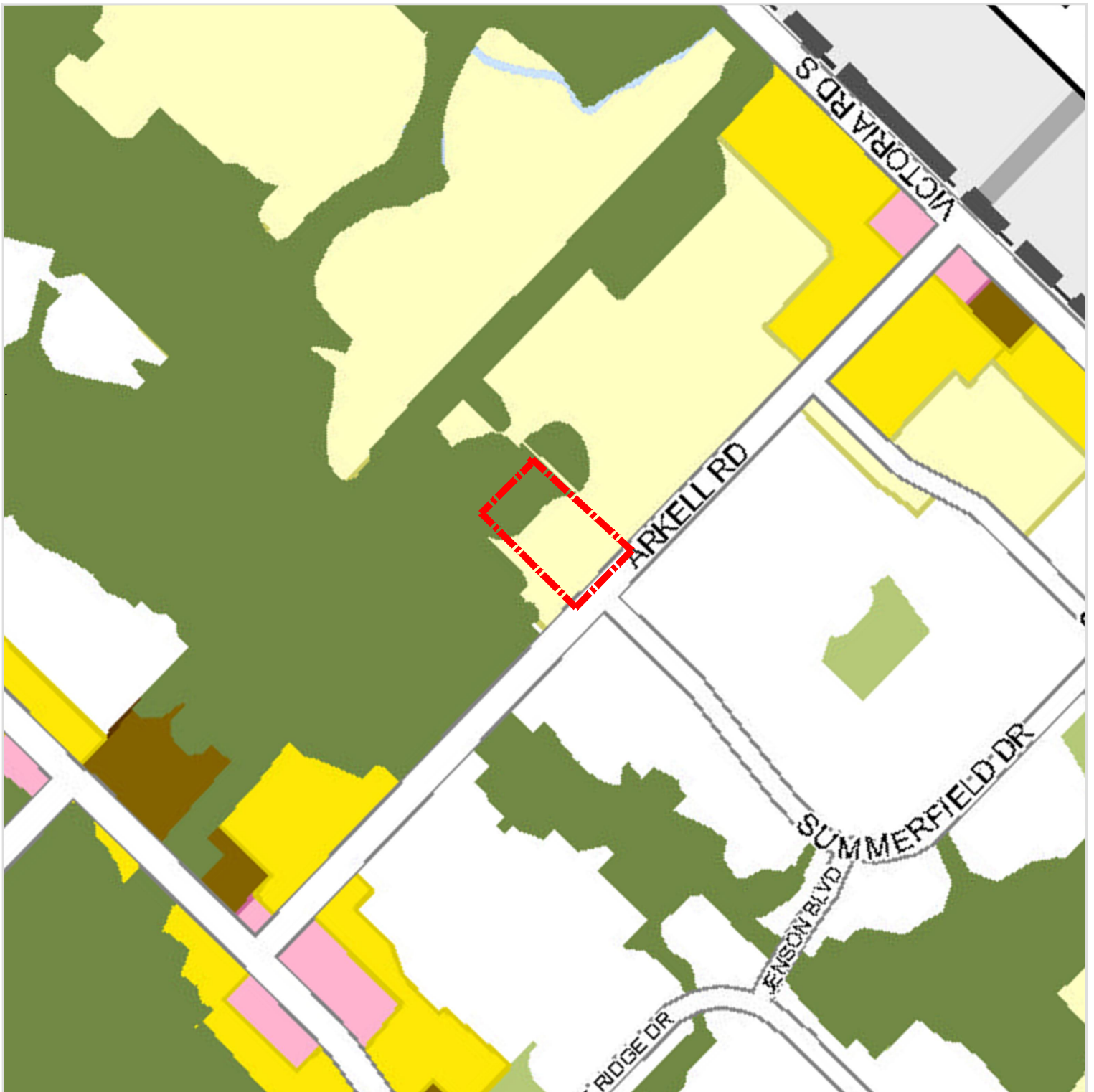


Figure 6:
**City of Guelph Official
 Plan- Schedule 2:
 Land Use**

Part of Lot 6, Concession 8
 City of Guelph
 County of Wellington

LEGEND

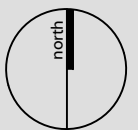
-  Subject Lands
-  Low Density Residential
-  Low Density Greenfield Residential
-  Medium Density Residential
-  High Density Residential
-  Neighbourhood Commercial Centre
-  Open Space and Park
-  Significant Natural Areas & Natural Areas

DATE: Sept 12, 2018

SCALE: NTS

FILE: 15264A

DRN: GMC



K:\15246A-CRESCENT HOMES-ARKELL ROAD-GUELPH\HPT\GUELPH OP SCHED 2.DWG

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
 P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Source: City of Guelph Official Plan, March 2018 Consolidation

Assessment conducted for the subject lands, full municipal services are available to support the proposed development.

4.3.4 Development Criteria

Policy 9.3.1.1 provides development criteria used to evaluate a development proposal for multiple unit housing (such as townhouses) and intensification proposals. Proposed developments will be evaluated according to this criteria and the applicable Urban Design policies within the Official Plan. The review criteria of this policy, and our response, are as follows:

1. Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity;

The proposed development is the same form, height, and massing as neighbouring buildings. The siting of the proposed structures is compatible with surrounding uses as the structures are proposed to be oriented towards the roads within the development plan. A design plan that better complements the residential uses to the east is proposed with the inclusion of the laneway lands between the subject lands and the residential subdivision to the east. The proposed development changes the residential use on the lands from a single detached dwelling to a townhouse use, which is a more compact type of residential use. There are no concerns that the proposed development is incompatible with the community character of the surrounding established neighbourhood as many of the surrounding residential uses are townhouses.

2. Proposals for residential lot infill will be compatible with the general frontage of lots in the immediate vicinity;

The existing residential lots contain single detached dwellings on large lots. The proposed development will consist of cluster and stacked townhouse units, which are similar to the residential unit types located south and east of the subject lands. The proposed residential unit types are compatible with the surrounding unit types and lot frontages.

3. The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit;

At the corner of Arkell Road and Victoria Road South is a small commercial plaza with a convenience store, hair salon, and various health care offices. Sir Isaac Brock Public School, St. Ignatius of Loyola Catholic School and Howden Crescent Park are also located within walking distance of the subject lands. Based on the above, it can be stated that the proposed development can be adequately served by the local commercial, institutional, and recreational facilities.

4. Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections;

The proposed development includes the extension of the existing Dawes Avenue to be connected to Arkell Road. This road alignment will likely improve the circulation of vehicles along Dawes Avenue, and will appropriately accommodate the increased number of vehicles. Parking facilities

are adequately provided in accordance with the City of Guelph Zoning By-law requirements for the R.3A zone and townhouse use.

5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated;

The proposed development provides for vehicular access from Arkell Road directly across from Summerfield Drive with the development of an internal road to incorporate the existing street network. The proposed road will be oriented to connect to Dawes Avenue located in the subdivision to the east of the subject lands. This connection will provide a more seamless integration with the adjacent subdivision. The proposed parking for the development is in the form of driveway parking and surface parking. The proposed surface parking is located to the rear of the proposed buildings fronting on Arkell Road to minimize the visual impact of the surface parking lot.

6. That adequate municipal infrastructure, services and amenity areas for residents can be provided;

The proposed development is located adjacent to an existing subdivision with municipal infrastructure, services and amenities for the residents. A commercial and office plaza is located within walking distance and a large commercial centre (Pergola Commons) is located a short drive away. The addition of 66 units in the proposed development will not add a significant number of residents to the area, thus it is expected that the existing infrastructure, services, and amenities will adequately serve the residents of the development.

7. Surface parking and driveways shall be minimized;

The proposed cluster townhouse units will have associated garage and driveway parking to address the parking requirements. The stacked townhouse units will have surface parking that will be located behind the stacked townhouse buildings to ensure it will not be seen from Arkell Road. Furthermore, the proposed surface parking will be located internal to the site and will be further hidden by Blocks 2 and 3 with cluster townhouse units to minimize the view of the surface parking from the internal road.

8. Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable;

The proposed development includes a road that will connect from the intersection of Arkell Road and Summerfield Drive to Dawes Avenue in the subdivision to the east of the subject lands. The creation of this road will result in a cohesive street network that will provide better connectivity for pedestrians, cyclists and vehicular traffic within and around the proposed development.

9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing;

The grading of the subject lands is not proposed to change as a result of the development and thus should not result in significant impacts on the adjacent properties with regards to drainage, wind or shadowing.

10. The development addresses public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System, where applicable; and

The proposed development provides for accessibility to open space as the rear portion of the lands are not proposed to be developed and are located adjacent to a woodlot. Furthermore, the proposed development is located within walking distance and has trail connections, providing access to Howden Crescent Park, located southeast of the subject lands. The proposed site development includes a pedestrian sidewalk system around the proposed stacked townhouse units, increasing pedestrian safety.

We understand the City is in the process of updated their Trails Master Plan (anticipated completion, spring 2019). The subject lands are adjacent to a proposed Secondary Trail (Schedule 6, Open Space System), and the City has requested that the proposal provide connections to the existing and future trail system. The preliminary concept shows a potential trail connection along the northern portion of the lands. The final location of the trail is to be confirmed through the detailed design process through consultation with City staff.

11. 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.

The subject lands do not contain cultural heritage resources and the views to the natural woodlot to the north of the proposed development will be maintained as no development is proposed along the rear portion of the subject lands.

4.3.5 Transportation

The City of Guelph Official Plan recognizes that the road network is a key component of the transportation system. Roads under the City's jurisdiction will be planned as complete streets, enabling users of all ages and abilities – pedestrians, bicycles, transit riders and motorists – to interact and move safely. Arkell Road, Gordon Street and Victoria Road are all identified as “Arterial” roads on Schedule 5 of the Official Plan.

The objectives of the Transportation System (Section 5.1) are to derive a transportation system that involves all forms of transport modes to move people and goods in an environmentally efficient and effective manner. Policies aim to implement programs to facilitate and encourage greater and safer use of cycling and pedestrian facilities and linkages. For example, the Official Plan aims to facilitate an increase of non-auto mode shares for average daily trips to 15% for transit, 15% for walking and 3% for cycling; and to reduce the amount of energy used for transportation by 25% from 2007 levels by 2031.

The proposed development is located within close proximity to arterial roads (Arkell, Gordon and Victoria), which are currently serviced by Guelph Transit Route 5 and cycling lanes. From September to April, the proposed development is also serviced by University Route 56U. The proposed

development's location along Arkell Road provides connections to the existing provincial highway network and to the City's downtown. Additionally, the proposed development has the potential to increase current public transit ridership numbers, and to take advantage of existing cycling and pedestrian facilities, with the potential to facilitate and necessitate the expansion and improvement of these active transportation networks.

4.3.6 Urban Design

Section 8 of the Official Plan deals with policies pertaining to the Urban Design of existing and new developments. The applicable Urban Design policies for the proposed development will be discussed in more depth in the Urban Design Brief, submitted alongside this Planning Report to the City of Guelph.

In summary, the proposed development supports the overall vision, guiding principles and goals of the Official Plan. The proposed development achieves these general policies and objectives by:

- Contributing to the overall housing stock for the area and ensuring an appropriate housing type and density for the area to satisfy the varying housing needs of the community.
- Encouraging the intensification of existing residential lands in a format that is compatible with the existing surrounding built form.
- Locating development where there is existing full municipal services and ensuring that there is capacity to accommodate servicing for the new residential units.
- Providing a range and mix of housing located in close proximity to public transit, commercial uses and other compatible non-residential land uses, including parks and community facilities. The subject lands have convenient access to community, social and health services, and schools.
- Proposing small unit sizes, which are appropriate to fit the needs of student housing. In addition, the proposed development is along a transit line that directly accesses the University of Guelph.
- Preparing an Urban Design Brief which analyzes how the proposed development implements the relevant design policies of the Official Plan.

The proposed development addresses the general policies of the City of Guelph Official Plan. The proposed zone change amendment conforms to the applicable land use policy framework of the City of Guelph Official Plan.

4.4 City of Guelph Zoning By-law 1995-14864

The subject lands were annexed from the Township of Puslinch in 1993 and, accordingly, are subject to the Township of Puslinch Zoning By-law 19/85. The in-force Official Plan provides that the annexed lands are subject to applicable Township Zoning By-laws that were in effect on April 1, 1993. These By-laws will remain in effect until they are replaced with new Zoning By-laws and regulations that are in conformity with the provisions of the City's Official Plan. Accordingly, the

subject lands are currently zoned 'Agricultural (A)' in the Township of Puslinch Zoning By-law 19/85. The Agricultural Zone permits a range of agricultural and related uses.

As the lands were recently brought into the City of Guelph boundaries, the zoning has not yet been updated in the City of Guelph Zoning By-law 1995-14864. As such, the subject lands are proposed to be rezoned 'Residential Townhouse (R.3A)' in the City of Guelph Zoning By-law 1995-14864 (**Figure 7**). The surrounding lands are also zoned Agricultural, with the exception of the residential subdivisions to the east and south, which are zoned 'Residential Cluster Townhouse' (R.3A), 'Residential Semi-Detached/Duplex' (R.2), and 'Conservation Land' (P.1). The P.1 zoning immediately abuts the private laneway to the east of the subject lands and is a stormwater management pond. The stormwater management pond is intended to service the proposed development in addition to the existing Dawes Avenue subdivision as it contains sufficient capacity.

Section 4 of the City of Guelph Zoning By-law contains the parking standards and requirements. As the proposed development contemplates townhouse uses, the minimum required parking spaces is 1 per unit. In addition, Section 4.13.6 of the Zoning By-law requires that a minimum of 20% of the total required number of parking spaces be provided exclusively for visitors. The minimum required accessible parking spaces for the proposed development shall be 2, as identified in Section 4.13.5.1 of the Zoning By-law.

The proposed development provides 46 parking spaces for the 32 stacked townhouse units, where 39 spaces are required. The 34 cluster townhouse units have driveways to accommodate the required parking space of 1 per unit.

As detailed in the Draft Plan of Subdivision (**Figure 4**), the proposed development consists of one block of stacked townhouse units and two blocks of cluster townhouse units. A density of 60 units per hectare is being requested for all three blocks (whereas 37.5 units/ha is permitted for cluster townhouses). 60 units per hectare is the permitted density for stacked townhouses. A Zoning By-law Amendment for a site specific provision to permit an increased density for the proposed cluster townhouses is required.

Under the City's Official Plan, a maximum net density of 60 units per hectare (Section 9.3.3.3) is permitted in *Low Density Greenfield Residential* designated areas. Therefore, the requested increase in density would accommodate a more compact development that is compatible with surrounding residential uses and conforms to the City's Official Plan.

Given the foregoing, it is our opinion that the proposed amendment is appropriate. A Draft Zoning By-law Amendment and Zoning Schedule is included under Appendix B.

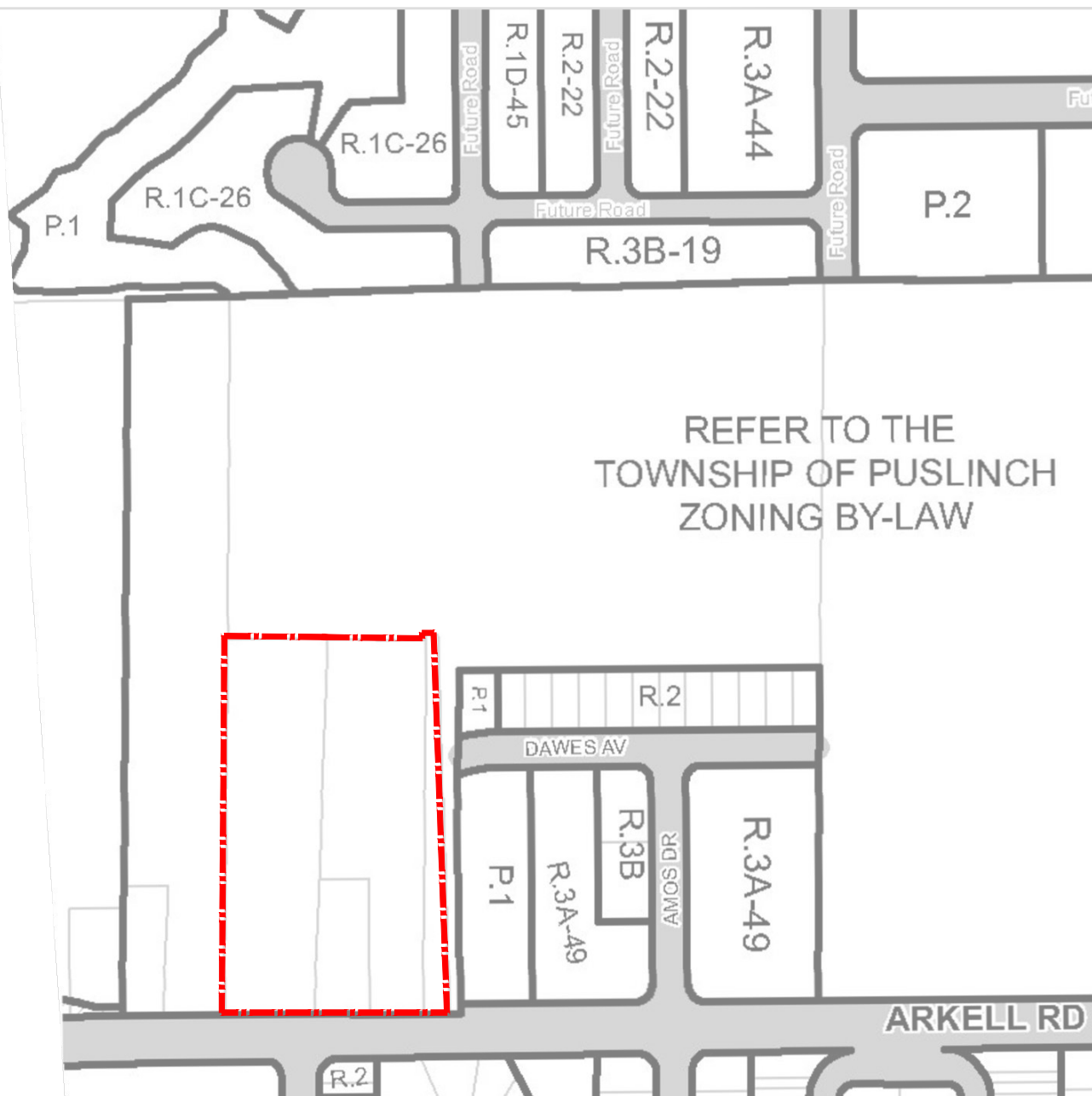


Figure 7:
**City of Guelph Zoning
By-law 1995-14864**

LEGEND



Subject Lands

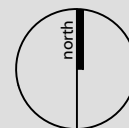
- R.1C- Residential Single Detached Zone
- R.1D- Residential Single Detached Zone
- R.2- Semi-Detached/ Duplex Zone
- R.3A- Cluster Townhouse Zone
- R.3B- On-Street Townhouse Zone
- P.1- Conservation Land Zone
- P.2- Neighbourhood Park Zone

DATE: Sept 12, 2018

SCALE: NTS

FILE: 15264A

DRN: GC



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5.0 TECHNICAL REPORTS

The following is a summary of the key findings and recommendations of the supporting technical reports and studies that were required to support the proposed Draft Plan of Subdivision and Zoning By-law Amendment. The content of these reports took into consideration the comments provided by City staff and commenting agencies on the Pre-consultation meeting on July 29, 2016.

5.1 Functional Servicing Report

A Functional Servicing Report was prepared by MTE. The Study concludes that the existing City services have sufficient capacity to accommodate the proposed redevelopment of the subject site. More specifically the study concludes that:

- The sanitary sewer will be extended through the site from the existing sanitary sewer on Arkell Road;
- Water supply for the proposed development will be provided by extending the existing watermain on Dawes Avenue through the site and connect to the existing watermain on Arkell Road;
- The proposed overall site grading will provide for “major” overland flow conveyance to Arkell Road. The proposed grading will also provide adequate cover over municipal services and match existing road, boundary grades or setback grades with appropriate slopes and/or retaining walls; and
- The proposed development can be adequately serviced through the extension of existing utilities including hydro, gas, cable TV and telephone.

5.2 Stormwater Management Report

A Stormwater Management Report was prepared by MTE. The report presents the proposed plan detailing the stormwater quality, quantity and infiltration measures that will be provided for the development. Specifically, the report concludes that:

- Stormwater drainage for the proposed development will be provided through a combination of minor (piped) and major (overland) drainage system inputs.

- The proposed development will drain via storm sewers to the proposed stormwater facility and outlet to an infiltration gallery complete with an overflow to the wetland. The storm sewer system will be designed for the City of Guelph 5-year design storm event with overland flow routes to the proposed SWM facility and ultimately to Arkell Road through an overflow route.
- The stormwater management design criteria for the site is established by the City of Guelph and Grand River Conservation Authority (GRCA).
- Water quality will be enhanced through the proposed SWM approach (previously Level 1)
- Surface water inputs to the Provincially Significant Wetland (PSW) will be maintained at pre-development rates, while groundwater inputs will be maintained at pre-development levels by directing clean stormwater to infiltration galleries.
- Erosion and Sediment control measures including sediment fencing, mud mats and sediment traps will be implemented during construction, as determined during the final design stage.

5.3 Hydrogeological Investigation

A Hydrogeological Investigation was prepared by MTE. The study presents the proposed plan detailing the stormwater quality, quantity and infiltration measures that will be provided for the development. Specifically, the report concludes that:

- Stratigraphic conditions beneath the subject lands consist of coarse-grained (sand or sand and gravel) materials characteristic of a drumlin landform;
- Bedrock is anticipated to be approximately 18 to 30 metres below ground surface (bgs);
- The groundwater table was encountered at a depth ranging between ground surface to 3.7 metres bgs;
- The wetland located along the north property boundary appears to contribute to the local shallow groundwater flow;
- The local groundwater flow direction is inferred to be south-southwesterly while the regional groundwater flow direction is inferred as northerly;
- Based on these measured depths to groundwater, basement floors will have a minimum of 0.89 metres separation distance to the high ground water table;
- If, upon final confirmation of building design and site grading, it is anticipated that the water table may be intercepted during construction activities, the need for construction dewatering will have to be assessed, which may result in the need for a Permit to take Water or Environmental Activity Sector Registry; and
- Impacts to the municipal aquifer from the proposed development are not anticipated due to the shallow depth of construction and the depth of completion of the closest municipal well.

Based on these findings, MTE offers recommendations for monitoring such as:

- Continuous groundwater monitoring should be ongoing, updated and utilized during final design of the development as well as updated information utilized during the design of the site plan;

- During the development application process, existing on-site groundwater monitoring wells be maintained in accordance with Ontario Regulation 903 (as amended);
- Monitoring wells located within proposed construction areas will need to be decommissioned in accordance with Ontario Regulation 903 (as amended);
- Soils brought to the subject lands for grading must have the same or better infiltration rates as the current conditions;
- Based on policies outlined in the GRSSP, a Salt Management Plan is required for the subject lands, which will be undertaken by MTE during the final development design stages; and
- The use of cut-off collars during construction will assist in maintaining natural flow patterns across the property and preserve flow conditions to the existing wetland feature.

5.4 Environmental Impact Study

Natural Resource Solutions Inc. was retained to complete an Environmental Impact Study (EIS) for the proposed development. The purpose of the EIS is to characterize important natural features, recommend appropriate buffers and identify potential impacts associated with development.

Key findings and conclusions from the EIS are summarized as follows:

- A portion of the subject property, situated in the northwestern corner, is comprised of Significant Woodland and Provincially Significant Wetland (PSW), associated with the Torrance Creek Swamp. Identified natural feature constraints were used to guide the layout of the Concept Plan and to mitigate the direct displacement of this identified feature, where possible.
- Direct impacts associated with this undertaking are grading and soil excavation and the resulting tree removal and vegetation clearing. Recommendations have been made for tree preservation and compensation. The Tree Inventory and Preservation Plan (TIPP) provides recommendations for tree protection, mitigation and compensation.
- Indirect impact to water quality and quantity are addressed in the Functional Servicing and Stormwater Management Reports prepared by MTE. The EIS also includes sediment and erosion controls to avoid indirect impacts to the natural features and will be finalized during the detailed design stage.
- The EIS includes recommendations to mitigate direct, indirect and induced impacts that may arise during the proposed development, as well as monitoring program to ensure impacts to important natural features are not realized.
- As discussed earlier in this report, a minor encroachment within the outer 15 metres of the 30 metre buffer will be required at the extreme northern section of the subject property to accommodate grading where Street A is proposed to meet Dawes Avenue on the adjacent property. Further, an extreme outer portion of the PSW buffer (outer 2 metres) will be encroached by the road extension from Dawes Avenue. NRSI concludes the ecological form and function of the significant wetland is not expected to be negatively impacted, given the distance buffered in this area and the proposed planting and restoration associated with the proposed redevelopment.

5.5 Geotechnical Investigation

The purpose of the geotechnical investigation is to explore the subsurface soil and ground water conditions at the site. The report includes geotechnical recommendations pertaining to design and construction of the proposed development. Key findings from the geotechnical investigation include:

- Based on the ground water observations, the ground water level appears to generally slope down from north to south, away from the wetland area;
- All existing fill and localized loose materials should be completely subexcavated from beneath any settlement sensitive structures and replaced with well compacted, suitability engineered fill materials;
- Basements, if any, must be located at least 1.0 metre above the high ground water level. Conventional slab-on-grade construction of basement floor slabs is feasible on compact to dense native soil deposits, or on engineered structural fill;
- Foundation drainage measures should be taken for units with basements; and,
- A limited chemical testing program was completed on samples of soil recovered during geotechnical investigation in order to check the geoenvironmental quality of the site soils and provide commentary regarding on site or off site re-use and/or disposal options of potentially excel soil. The soil sampling and testing confirmed that a Phase 1 Environmental Site Assessment (ESA) was not within the scope of work for this assignment.

5.6 Urban Design Brief

An Urban Design Brief has been prepared by MHBC Planning. The Design Brief includes a detailed summary of the physical context, development concept and public realm integration. The Design Brief concludes that the proposed development responds positively to the City of Guelph's Official Plan policies and Urban Design objectives, as well as the guidelines contained in the Urban Design Manual and Mid-rise and Townhouse Built Form Standards.

Overall, the proposed development will contribute positively to the sense of place in the evolving residential community at Arkell Road and Summerfield Drive. The proposed development is appropriate for the location and will positively contribute to the character and built form of the broader community.

6.0 SUMMARY AND CONCLUSIONS

The requested zoning for the subject lands represents good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe;
2. The proposal conforms to the general policies of the City of Guelph Official Plan;
3. The proposed development is in keeping with the various growth policies in Provincial and local policy documents by promoting the use of municipal water, sanitary sewer and stormwater services;
4. The proposed development supports the intensification and growth policies of the Official Plan;
5. Is compatible with adjacent uses and has been designed to integrate into the broader community; and
6. Will appropriately protect and preserve the existing natural heritage features on the subject lands.

Accordingly, it is concluded that the proposed development is desirable and appropriate and represents good planning.

Respectfully submitted,
MHBC PLANNING



Dave Aston, MSc, MCIP, RPP
Partner



Julie Welch, MSc (Plan)
Planner

Appendix **A**



July 29, 2016

Mitchell Avis
Planner
MHBC Planning, Urban Design & Landscape Architecture.
540 Bingemans Centre Drive, Suite 200
Kitchener, Ontario

Dear Mr. Avis

RE: Mandatory Pre-Consultation meeting for **190 - 216 Arkell Road.**

The City of Guelph would like to thank you for attending the mandatory pre-consultation meeting held on June 29, 2016 for the lands located at 190 – 216 Arkell Road.

The purpose of this letter is to identify the information required, deem the application complete to commence processing of this development application. Please note that a mandatory pre-consultation meeting does not imply or suggest any decision whatsoever on behalf of City staff or the Corporation of the City of Guelph to either support or refuse the application.

Proposal

The applicant is proposing to development 74 residential units including a mix of stacked townhouses and street townhouses. A public road is proposed opposite Summerfield Drive connecting to Dawes Ave. Street fronting townhouses on the public street and stacked townhouses are proposed to front onto Arkell Road.

Applicable Requirements

We have identified the reports/studies that are required to be submitted with a formal application(s) to commence the processing of the development application on the above noted lands.

Planning – contact Chris DeVriendt. Ext 2360

1. A Draft Plan of Subdivision application is required.
2. A major Zoning By-law Amendment application is required to facilitate the proposed development with noted applications indicated above.
3. The applications, application fee, payable to the City of Guelph. Current application fees are available on the City of Guelph's website.

City Hall
1 Carden St
Guelph, ON
Canada
N1H 3A1

T 519-822-1260
TTY 519-826-9771

4. A planning justification report prepared by a Registered Professional Planner is required to be submitted with the planning application. The report should include and address but not limited to the following:
 - The report should address the existing Official Plan policies, Official Plan 2001 (September 2014 Consolidation), including Section 9.4.2 OPA criteria as well as the policies of Official Plan Amendment (OPA) 48.
 - Provide analysis of the City of Guelph applicable Zoning By-Law provisions.
 - Provide **justification/rational** on how the proposed Zoning By-law amendment is consistent with the applicable policies.
 - Draft Zoning By-Law to be provided in a separate document.
 - Identify any specialized zoning regulations that may be required for the site and a justification for the proposed regulation.
 - A proposed Draft Plan of subdivision is required showing the proposed development which should include all residential lots, parks and the road network and any other features.
 - Provide density calculations for the overall draft plan
 - Proposed building elevations/massing model/sketches to be included in the planning justification report.

Urban Design – contact Rino Dal Bello. Ext 2780

An Urban Design brief will be required for the proposed development. The urban design brief should follow the terms of reference that have been prepared by the City of Guelph. A full review will be completed once the Urban Design brief is submitted with the formal application.

Environmental Planning – contact April Nix. Ext 2718

The site includes areas identified as Significant Natural Area in the City's Official Plan – as such an EIS is required to ensure that there are no negative impacts to protected features in relation to the proposed development;

The City's official plan also includes policies regarding minimum buffers for natural heritage features that will need to be met. This includes 10m for Significant Woodlands and 30m for Significant Wetlands. Consideration for the establishment of buffers greater than the minimum should also be considered.

During the preparation of the EIR for 246 Arkell Rd (the development to the east of this site), a wetland limit confirmed with GRCA and a 30m buffer delineated in an effort to ensure that the extension of Dawes Ave could be accommodated outside of the wetland buffer. If further revisions to the wetland limit are warranted

As a starting point an EIS should generally include a Tree Inventory, Preservation and Compensation Plan, breeding birds surveys, complete floral inventory (three seasons), confirm/update ELC & incidental observations;

The site is in the Torrance Creek sub watershed and due to proximity to the Arkell PSW the hydrology of the wetland should be characterized and an associated water balance for wetland should be prepared as part of a Hydrogeological Report to support the EIS.

The detailed scope of the EIS will be determined through the submission of an EIS Terms of Reference to City and confirmed through City acceptance of a TOR in advance of undertaking field studies; City staff will also obtain input from Environmental Advisory Committee on the TOR.

The site is also regulated under the City's Tree By-law and any tree removals would require authorization from the City and,

The City also has a DRAFT EIS guideline which may also be of assistance in the preparation of the TOR it can be found at:

<http://guelph.ca/living/environment/environment-planning/draft-guidelines-preparation-environmental-impact-studies/>

Grand River Conservation Authority – contact Nathan Garland (519) 621-2763 Ext 2236

Please refer to the attached document provided by the GRCA that indicates their requirements.

Engineering – contact Kime Toole. Ext 2250

1. FSR-SWM Report (SWM Criteria for the Torrance Creek Subwatershed will apply);
2. Preliminary Grading and Drainage Plan;
3. Preliminary Servicing Plan;
4. Preliminary Site Plan/Traffic Geometrics Plan;
5. Contact - Manager of Transportation Services (allister.mcilveen@guelph.ca) for Traffic related requirements;
6. Phase 1 ESA – Contact City Environmental Engineer (prasoon.adhikari@guelph.ca) for details;
7. Require a 5.182 m road widening (17 ft) along the Arkell Road frontage.

Parks Planning – contact Helen White. Ext 2298

Park Planning to confirm the land dedication requirements upon review of the formal application.

If cash in lieu of parkland conveyance is required an appraisal of the subject property will be required to determine the cash in lieu amount pursuant to s.42 OR s.51.1 and s.53(13) of the Planning Act. The appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada. The property owner is responsible for the cost of the appraisal.

There is a planned off road Secondary Trail in the Guelph Trail Master Plan on this property following the outer edge of the natural feature buffers. Determine how this trail will be accommodated by providing a preliminary trail design and address it in any required relevant studies such as Planning Justification, Environmental Impact and Traffic Studies. Consult Park planning staff about the extents of the topographic survey that is suitable for the preliminary trail design.

Park Planning will review the EIS scope and indicate any additional study items required.

Source Water Protection – contact Peter Rider. Ext 2368

The property is:

- located in a WHPA A and B with a vulnerability score of 10, 8 and 6.
- not located in an Issue Contributing Area.

Once the Source Protection Plan is in effect (July 1, 2016), the property will be subject to DNAPL policies (as will be any other properties in the City within a WHPA A through WHPA C). As such, it would be helpful to the RMO if the proponent could indicate what DNAPL products, if any (or other potentially significant drinking water threats) will be stored or handled on the property.

If DNAPL products will be handled or stored, a risk management plan would have to be negotiated with the person engaged in the activity to ensure that such products are handled and stored in a safe and environmentally secure manner.

It is anticipated that the proponent would consider implementing a variety of best available technology and management practices for the proposed land use(s) to minimize potential impacts to the environment (i.e. application of road salt and storage of salt and storage of snow). There will be opportunities for the RMO to comment on the proposed design(s) at a later stage in the Planning process.

The proponent shall:

- ensure that any private water supply wells that are no longer in use are abandoned in accordance with O. Reg. 903.

The property shall be designed and maintained based on best management practices regarding:

- snow storage, including the provision of designated snow storage areas and the management of associated melt water.
- Handling and storage of salt

I have attached the following:

- Information from the Lake Erie Source Protection website that outlines relevant information for the proponent to consider. Source Water Protection - Lake Erie Region

Proponent will be also be required to submit a Salt Management Plan for the development. The draft guidelines for private road salt management plans are available on the City's website:

Preliminary Comments

As discussed at the meeting we encourage the applicant to have further meetings and dialogue with City staff on the proposed development. Staff encourages the applicant to have discussions with the adjacent land owner that has the laneway that leads to Arkell Road and determine if that portion of land can be incorporate it into this development. This will have to be dealt with at the submission of the application. It was discussed that if there are any changes to the environmental buffers that discussions should begin with staff to determine what is required for the any proposed changes. Also the applicant should be reminded that there are sanitary capacity issues to service the proposed development. Further study will be required for this matter. The Developer will be required to pay for all works within the City right-of-way associated with the proposed development.

Prior to making the formal submission, it would be beneficial for the applicant to consult the city on materials and number of copies required for a complete application.

Digital copies of the all the reports/studies/plans are required to be submitted in PDF format as part of the application.

Summary

Once an application has been submitted, deemed complete and circulated for comments, it may be determined that additional studies/ reports or information will be required as a result of issues arising during the processing of the application. The applicant will be required to provide this at their expense.

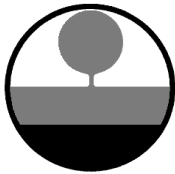
The Planning Act timelines associated with a formal full application will not begin if that application is submitted without the information identified in a pre-consultation response letter, or a pre-consultation meeting, and all of the required fees.

If there are any questions please contact the undersigned or the individual noted above.



Sylvia Kirkwood, MCIP, RPP
Manager of Development Planning
Planning Services
Infrastructure, Development & Enterprise

T 519-822-1260, ext. 2359
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**Grand River Conservation
Authority**
Resource Management Division

400 Clyde Road, P.O. Box 729
Cambridge, Ontario N1R 5W6
Phone: (519) 621-2761 ext.
Fax: (519) 621-4945
E-mail:

City of Guelph:
Development Review Committee, June 29th, 2016, 2016

RE: 190 Arkell Road, Guelph

GRCA COMMENT: That the applicant prepare and submit for review, a scoped Environmental Impact Study, a Storm Water Management Plan, including water balance and analysis of potential hydrologic impacts to the adjacent wetland.

BACKGROUND

The subject lands are within the Hanlon Creek watershed area. A scoped Environmental Impact Study should be undertaken to address the issues and recommendations contained within the Hanlon Creek Subwatershed Study. The property contains significant natural heritage features, so the impact analysis should demonstrate that there will be no negative impacts resulting from the proposed development.

We suggest that a terms of reference for all studies be developed and approved prior to undertaking the studies so that an appropriate scoping can be considered, while ensuring an adequate study of the features on and adjacent to the site.

The extension of Dawes Avenue from the adjacent subdivision appears to line up cross a lane. It is not within the current plan boundary, but should be considered in any analysis if the intent is to join the streets.

Nathan Garland
Resource Planner

** These comments are respectfully submitted as advice and reflect resource concerns within the scope and mandate of the Grand River Conservation Authority.*

Appendix **B**

THE CORPORATION OF THE CITY OF GUELPH

BY-LAW Number (2018) – 20__

A by-law to amend By-Law Number 1995-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects the properties municipally known as 190, 202, 210 and 216 Arkell Road, and legally described as Part of Lot 6, Concession 8, Geographic Township of Puslinch; Plan 61R 516.

WHEREAS Section 34(1) of The Planning Act, R.S.O. 1990, c.P.13 authorizes the Council of a Municipality to enact Zoning By-laws;

AND WHEREAS the subject lands are located within the area annexed by the Township of Puslinch in 1993 and are therefore subject to the Township of Puslinch By-law 19/85;

AND WHEREAS the City of Guelph Official Plan, as amended, provides for the lands affected by this by-law to be zoned as set forth in this by-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF GUELPH ENACTS AS FOLLOWS:

1. THAT By-law 19/85 be repealed as it applies to the subject lands and replaced with By-law 1995-14864, as amended by By-law 2018-20__;
2. THAT By-law 1995-14864, as amended, is hereby further amended by changing the zone classification for property legally described as Part of Lot 6, Concession 8, Geographic Township of Puslinch; Plan 61R 516, municipally known as 190, 202, 210 and 216 Arkell Road, City of Guelph, from the existing Agriculture Zone (A) to Residential Townhouse (R.3A);
3. THAT the City of Guelph Zoning By-law being Schedule A to By-law No. 1995-14864, as amended is hereby amended by changing the zoning classification of the lands shown outlined by a heavy black line on Schedule A attached hereto.
4. AND FURTHER THAT the aforesaid City of Guelph Zoning By-Law 1995-14846, as amended, be and the same is hereby further amended by adding the following subsection to Section 5.3.3.1 thereof:

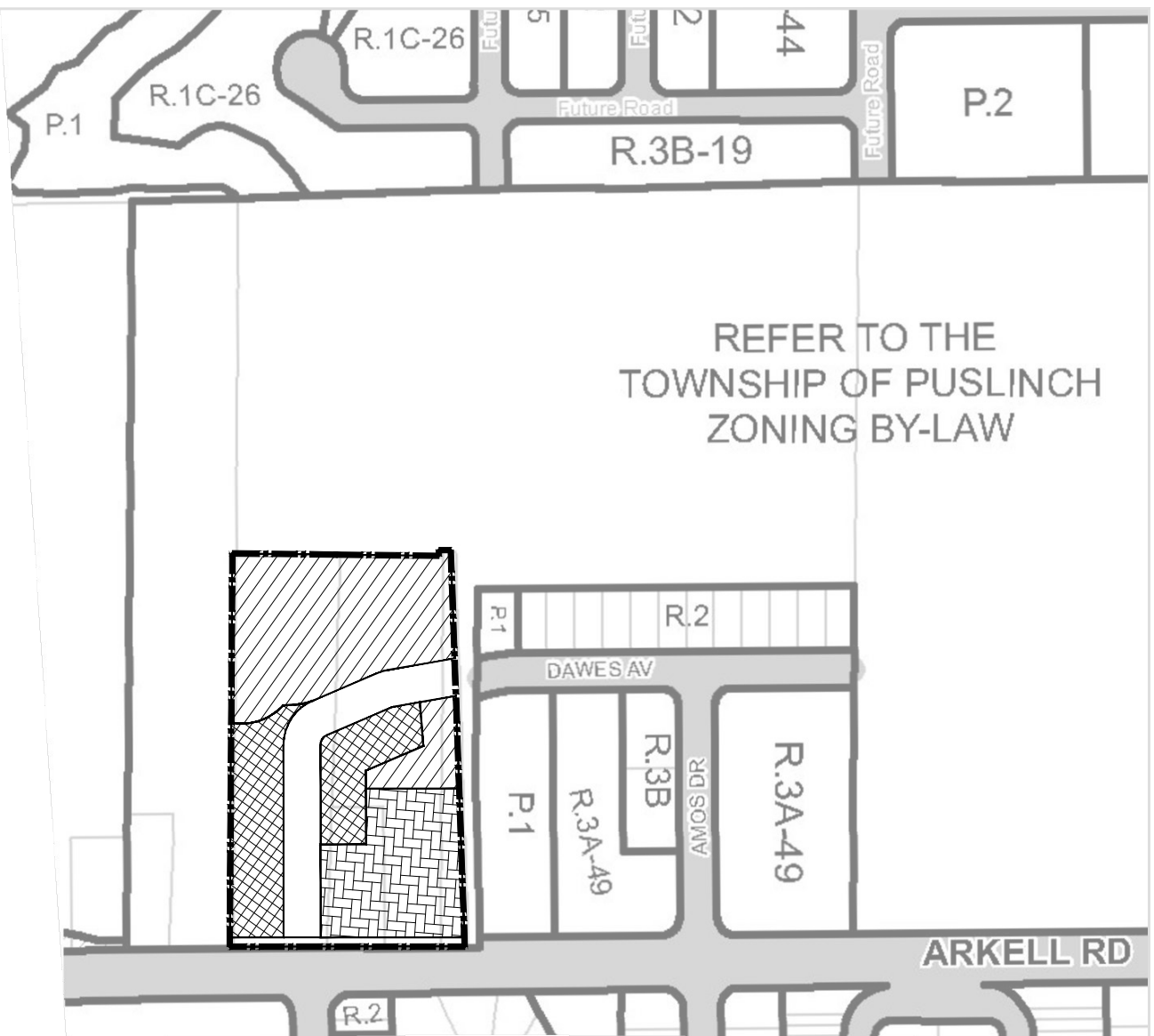
5.3.3.1.x 190, 202, 210 and 216 Arkell Road

1. The provisions of Section 5.3.2.6.1 of this by-law shall not apply to the lands in that R.3A zone to which parenthetical reference to “(R.3A-x)” is made on Defined Area Map 74 attached to and forming part of this by-law, and the following regulations shall apply instead:
 - a. The maximum density of Cluster Townhouse developments shall be 60 dwellings per hectare.
5. Where notice of this By-law is given in accordance with the Planning Act, and where no notice of objection has been filed within the time prescribed by the regulations, this by-law shall come into effect. Notwithstanding the above, where notice of objection has been filed within the time prescribed by the regulations, no part of this by-law shall come into effect until all of such appeals have been finally disposed of by the Local Planning Appeal Tribunal.

PASSED this _____ day of _____, 2018.

CAM GUTHRIE – MAYOR

STEPHEN O'BRIEN - CITY CLERK



Draft Zoning By-law

LEGEND



Subject Lands



Lands to be zoned P.1 Conservation Land



Lands to be zoned R.3A Residential Cluster Townhouse Zone



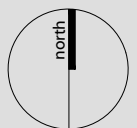
Lands to be zoned R.3A-xx Residential

DATE: Sept 12, 2018

SCALE: NTS

FILE: 15264A

DRN: GC



K:\15246A-CRESCENT HOMES-ARKELL ROAD-GUELPH\RP\TIDRAFT ZONING BYLAW.DWG