Planning Justification Report

Official Plan Amendment and Zoning By-law Amendment Applications in Support of a Draft Plan of Subdivision Application at 190-216 Arkell Road, City of Guelph

Prepared for:
Crescent Homes

Date:
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1 Introduction

Stantec is acting as agent for Crescent Homes who is applying for a Draft Plan of Subdivision (DPS), Official Plan Amendment (OPA), and a Zoning By-law Amendment (ZBA). On behalf of our client, this Planning Justification Report has been prepared in accordance with Provincial Planning Policy, the City of Guelph Official Plan, and the City of Guelph Zoning By-law (2023)-20790, for the property legally described as Part of Lot 6, Concession 8, Geographical Township of Puslinch, City of Guelph (herein referred to as the Subject Site).

This Planning Justification Report is written in support of the DPS, OPA, and ZBA submitted by Crescent Homes, requesting a redesignation for a portion of the Subject Site from Low Density Residential to Medium Density Residential in the City of Guelph Official Plan, as shown in **Figure 10**. The ZBA application is requesting the rezoning of the Subject Site from the existing Low Density Residential 1 Zone to Specialized Low Density Residential 3 Zone (RL.3-xxx) and Specialized Medium Density Residential Zone (RM.6-xxx) within the City's Zoning By-law, as shown in **Figure 11**.

The OPA and ZBA are being requested to facilitate the development of a new subdivision in the City of Guelph consisting of 76 stacked townhouse units, and 11 on-street townhouse units on the Subject Site. This proposed subdivision has a net density of 82.7 units per hectare across the entire Subject Site, or a gross density of 33.8 units per hectare. The current net density of the underutilized residential lands is approximately 2.3 units per hectare, or gross density of approximately 1.6 units per hectare, where the Official Plan permits a net density of up to 60 units per hectare.

This report provides the background, an overview of the legislative and policy framework, and Draft Plan of Subdivision for the Subject Site. Additionally, it provides an analysis of relevant land use policies supporting the joint application for DPS, OPA, and ZBA. For context, the Subject Site's location is outlined in **Figure 1** below.

This Planning Justification Report is part of a comprehensive and complete application package that collectively support the requested DPS, OPA, and ZBA. This report provides a review and analysis of relevant land use policies applicable to the Subject Site and proposed development, including the land use designations and zoning provisions. It also provides planning justification confirming that the proposed development represents an appropriate use of the lands in question.

2 Site Description

The Subject Site is comprised of four (4) properties municipally known as 190-216 Arkell Road in Guelph, Ontario, on the north side of Arkell Road in between Gordon Street and Victoria Road South. It is legally known as Part of Lot 6, Concession 8, Geographical Township of Puslinch, City of Guelph. The Subject Site is rectangular in shape, measuring 2.53 hectares (6.25 acres) in size. The Subject Site has approximately 126.50 m of frontage along Arkell Road, which is classified as an Arterial Road on Schedule 5 – Road 7 Rail Network in the City of Guelph Official Plan.

The Subject Site is designated as Low Density Residential and Significant Natural Areas & Natural Areas in the City of Guelph Official Plan, and zoned Low Density Residential 1 in the southern portion of the Subject

Site and Natural Heritage System in the northern portion of the Subject Site within the City of Guelph Zoning By-law. No easements are located on the Subject Site per the Survey dated February 5, 2025.

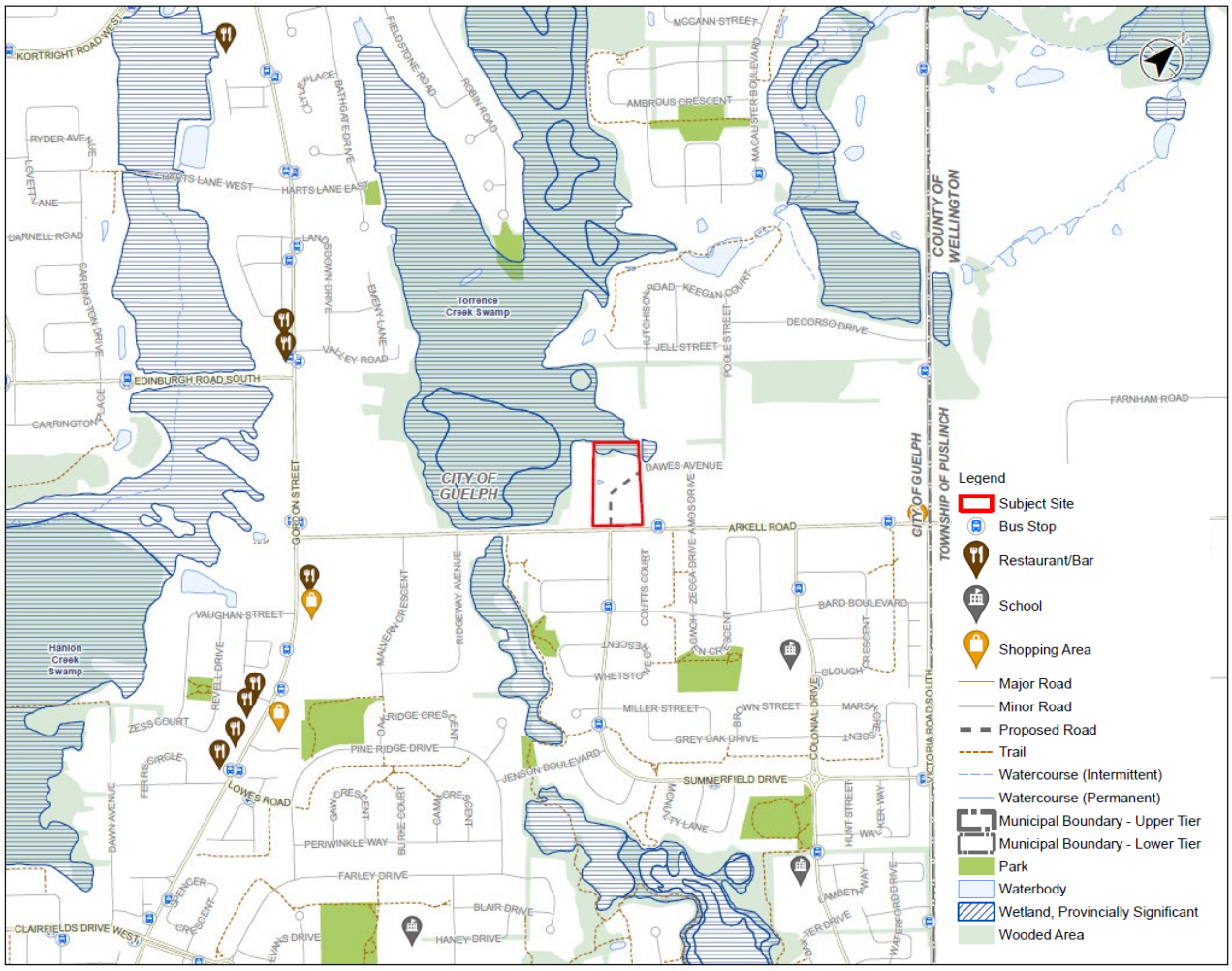


Figure 1 Site Context Map

2.1 Surrounding Land Uses

The lands adjacent to the Subject Site to the north and west are designated as Significant Natural Areas & Natural Areas, and contain a Provincially Significant Wetland (PSW), Significant Woodlands, and Significant Wildlife Habitat. The lands to the east and south designated as Low Density Residential (see **Figure 2**) and consist of on-street townhouses, rear access on-street townhouses, cluster townhouses, semi-detached dwellings, and single detached dwellings. Further to the east and west of the Subject Site along Arkell Road is designated as Medium Density Residential consisting of apartment buildings.



Figure 2 Surrounding Land Uses Map

As shown in Figure 1, the Subject Site is in close proximity to bus stops, parks, trails, schools, shopping areas, and restaurants/bars. Specifically, the Subject Site is approximately a 10-minute walk to the nearby intersections of Arkell Road and Gordon Street, and Arkell Road and Victoria Street South, which contain shopping areas and restaurants. Multiple bus stops, parks, trails, and schools are also in walking distance of the Subject Site, where some can be reached within a 5-minute walk. Sidewalks are present along Arkell Road and into the existing subdivision to the south, providing safe and convenient connections to the area.

3 Concept Overview

The proposed Draft Plan of Subdivision for the Subject Site is provided as **Figure 3**, and for ease of legibility, is also provided in **Appendix A**. The concept plans for each block can be seen in **Figure 4, 5, and 6** below, and for ease of legibility, also provided in **Appendix B**.

The proposed Draft Plan comprises of eleven (11) blocks, including the following:

- two (2) on-street townhouse blocks (Block 1 and 2);
- two (2) multiple residential blocks (Block 3 and 4);
- one (1) stormwater management block (Block 5);
- one (1) Open Space block (Block 6);
- one (1) servicing corridor block (Block 7);
- one (1) road widening block (Block 8); and
- three (3) 0.3 metre reserve blocks (Block 9, 10, and 11).

A total of 11 on-street townhouse units are proposed, six in Block 1 and five in Block 2. Also, 76 stacked townhouse units, of which, 64 are located in Block 3, and 12 are located in Block 4. The net density of each block listed above is 56 units/ha, 46 units/ha, 92 units/ha, and 90 units/ha respectively. Vehicular access to the Subject Site will be from Arkell Road, and the proposed Street 'A' will provide connection to Dawes Ave. Pedestrian access will be facilitated by sidewalks throughout the multiple residential blocks and along Street 'A', connecting to the existing infrastructure on Arkell Road and Dawes Ave.

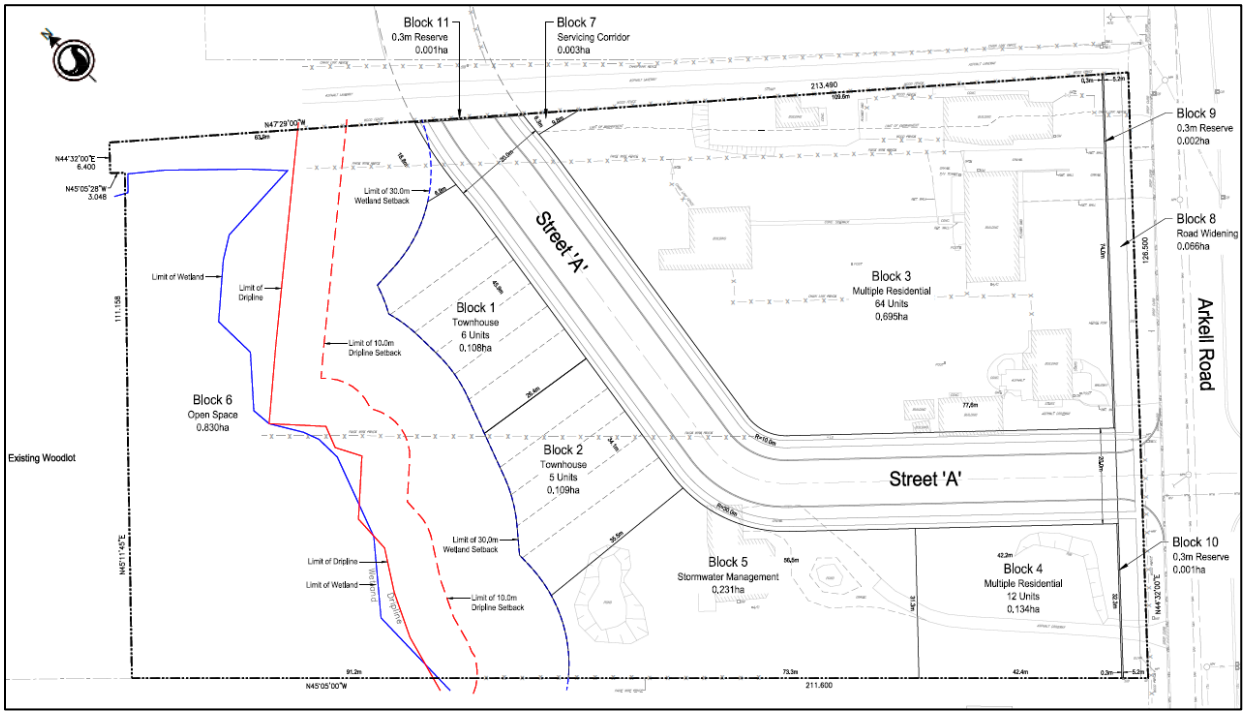


Figure 3 Proposed Draft Plan of Subdivision

The layout and urban design of the proposed Draft Plan is centred around Street ‘A’ being aligned with Dawes Avenue, allowing for a natural extension of the existing road network. Development is avoided in the PSW, Significant Woodlands, and Significant Wildlife Habitat on the northern portion of the Subject Site. The on-street townhouses are adjacent to these features as their low density built form provides an appropriate transition to and minimizes potential impacts on the protected environmental areas. The proposed multiple residential blocks are located along Arkell Road, with the stacked townhouse units on-street, and accessory parking internal to the block.

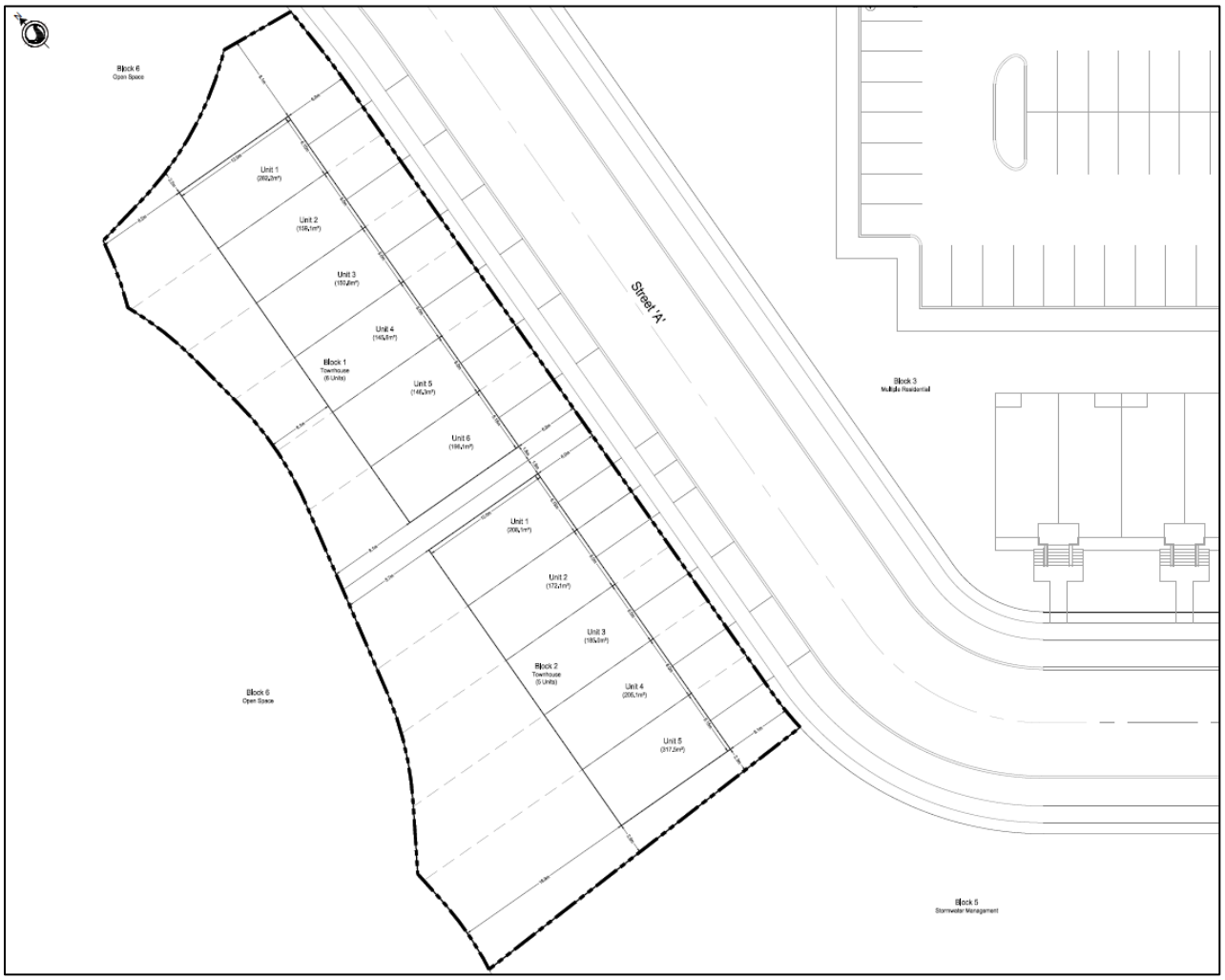


Figure 4 Block 1 & 2 Concept Plan

Block 3, shown in **Figure 5** below, is a multiple residential block with 64 stacked townhouse units, with vehicular access from Street ‘A’, with the appropriate site line triangles provided to allow for safe egress and ingress. Pedestrian access is provided from Street ‘A’ and Arkell Road, with sidewalks throughout the Subject Site around the parking area. The stacked townhouses are proposed along Arkell Road and Street ‘A’, with the parking area primarily shielded from street view. The required off-street, barrier free, and visitor parking are provided within the block. The common amenity area is located on the north portion of this block, with landscaped area to the east and west, in addition to the Open Space area in the adjacent existing subdivision. Community mailboxes are central to all units, with waste and bicycle parking to the southeast of the parking area, not visible from Arkell Road. Reduced front yard, side yard, and rear yard setbacks are being requested to ensure amenity area and parking minimums are met.

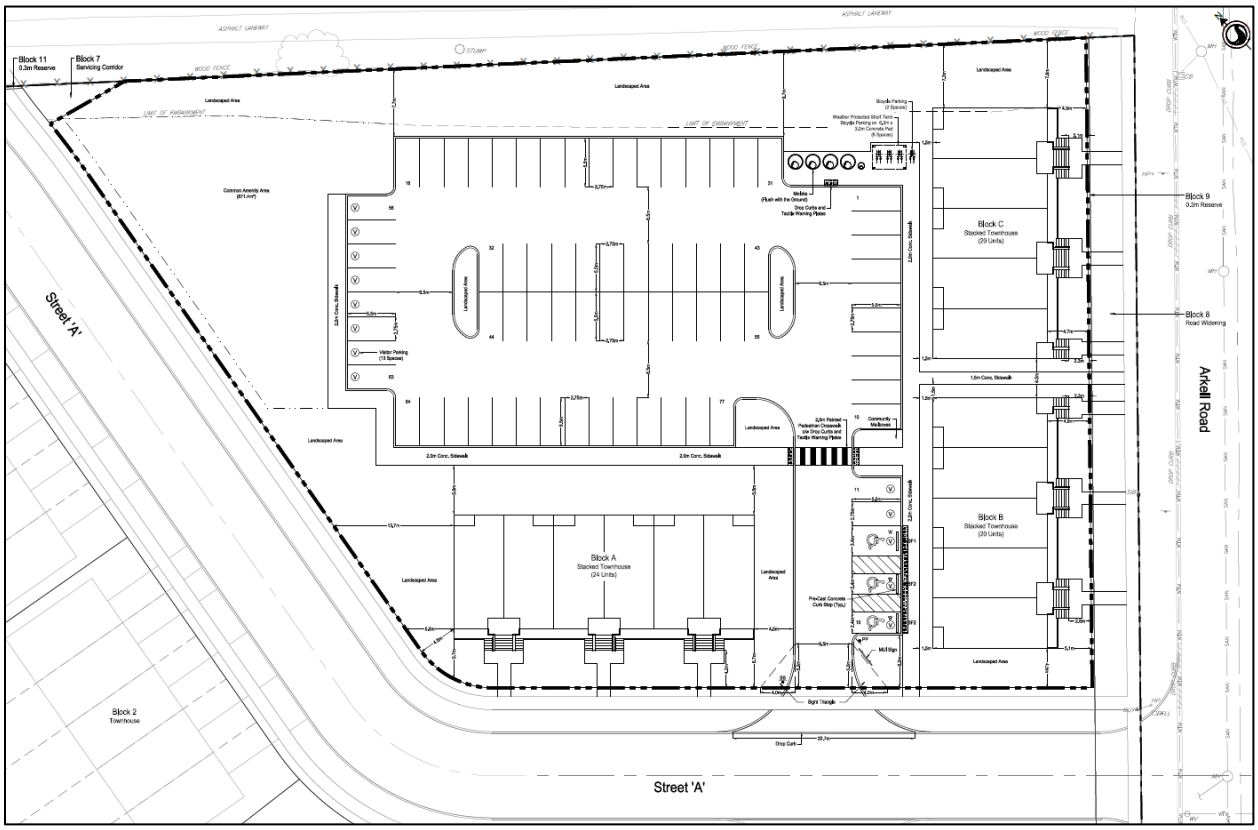


Figure 5 Block 3 Concept Plan

Block 4, shown in **Figure 6** below, is a multiple residential block with 12 stacked townhouse units, with vehicular access from Street 'A', with the appropriate site line triangles provided to allow for safe egress and ingress. Pedestrian access is provided from Street 'A' and Arkell Road for residents. The stacked townhouses are proposed along Arkell Road, with the parking area to the south. The required off-street, barrier free, and visitor parking are provided within the block. The common amenity area is located west of the stacked townhouses, with landscaped area to the east of the stacked townhouses. Community mailboxes are near the entrance of the parking area, accessible to all residents, and waste and bicycle parking are located at the far side of the parking area to not obstruct the typical pedestrian route. A reduced side yard setback is being requested to ensure parking minimums can be met.

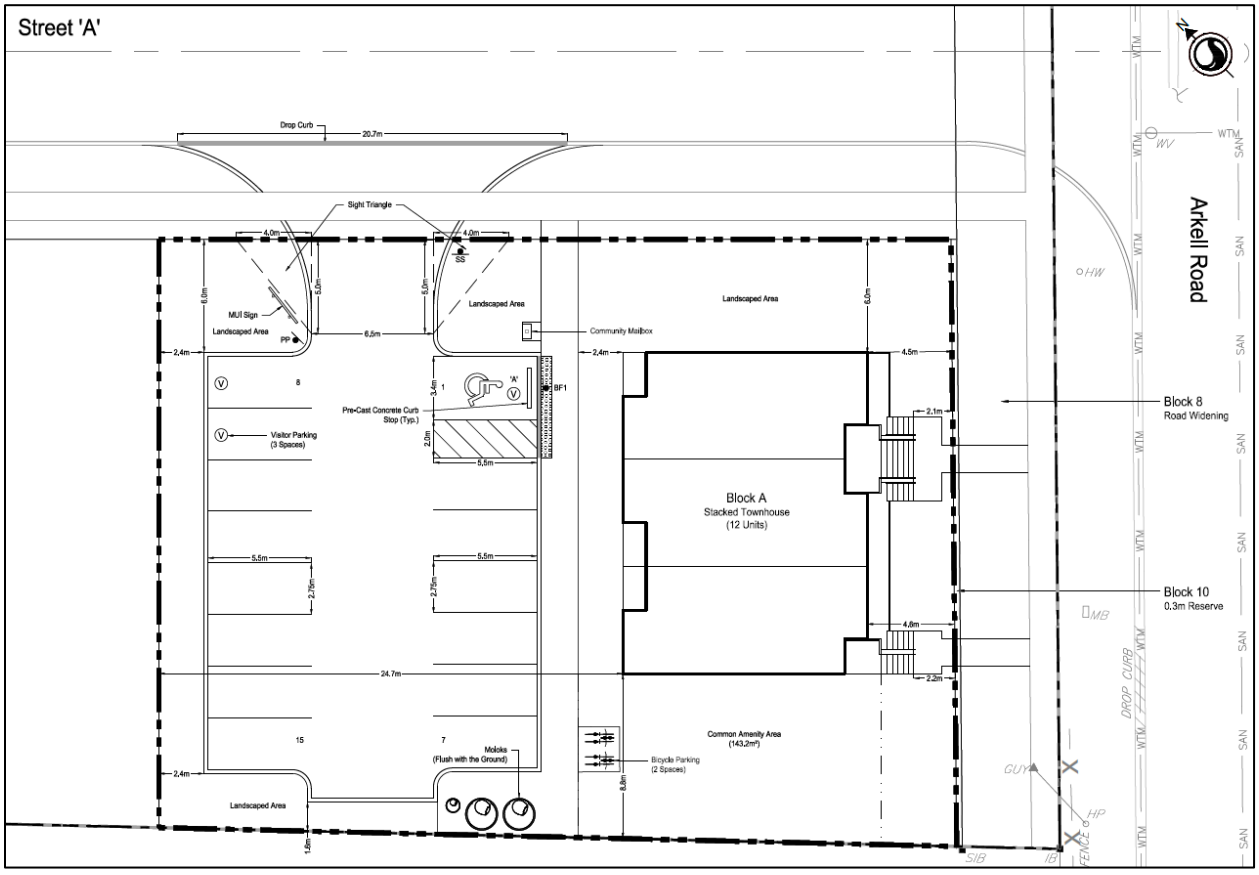


Figure 6 Block 4 Concept Plan

4 Land Use Policy Framework Overview

Planning policies exist within a hierarchy of plans directed by the Ontario's *Planning Act*. **Figure 7** provides an overview of this hierarchy, which is relevant for the proposed development. We recognize that there are several adjacent legal frameworks which exist in parallel to the planning legislation, and as such the list in **Figure 7** is not exhaustive, but rather identifies the higher order policies that guide planning process.

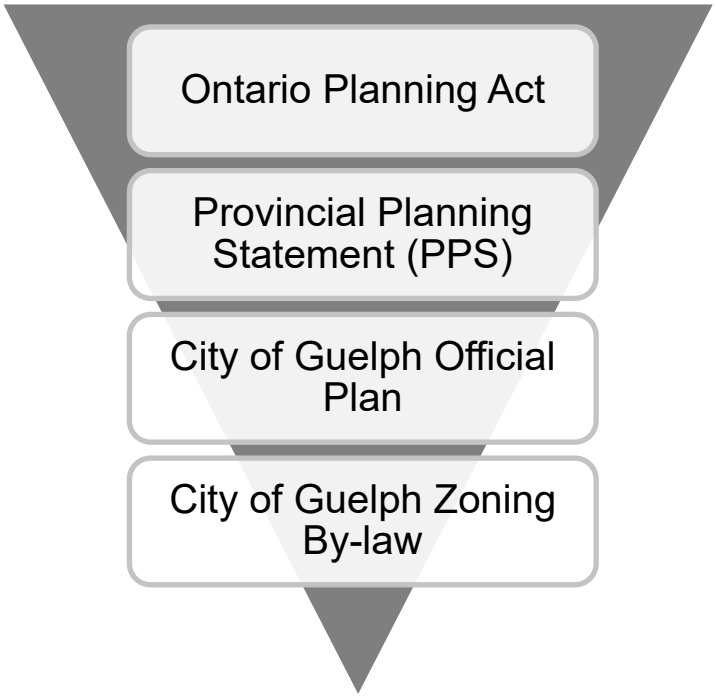


Figure 7 Planning Policy Hierarchy

4.1 Planning Act

The *Planning Act* is provincial legislation that establishes the foundation and ground rules for land use planning in Ontario. It regulates the means by which land use planning may be controlled, and by whom it may be controlled by. All land use planning decisions made within the Province must have regard for matter of Provincial interest, which are listed under Section 2 of the *Planning Act*. To that end, it is our professional opinion that the proposed development and OPA/ZBA/DPS has regard for matters of Provincial interest, including the adequate provision of a full range of housing (S.2.j), the appropriate location of growth and development (S.2.p), and the adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems (S.2.f).

Official Plans are regulated under Part III of the *Planning Act*, where the council of a municipality or a planning board may by by-law elect to follow the prescribed processes and develop the materials prescribed for the preparation of an official plan (S.16.1), with the Minister being the approval authority of an

official plan (S.17). Section 22(1) of the *Planning Act* permits a person to request council to amend its official plan.

Zoning By-laws may be passed by the councils of local municipalities under Section 34 of the *Planning Act*, to regulate matters related to the location, height, and use of buildings and structures on land within the Municipality. Section 34(10) of the *Planning Act* permits the amendment of any by-law passed under Section 34 of the *Planning Act*.

Section 51(24) of the *Planning Act* sets out the criteria for the consideration of approving Draft Plans of Subdivision in Ontario. As required, *"in considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to"* the following criteria, as outlined in **Table 1.**

Table 1: Planning Act Requirements and Criteria for Subdivision Approval

***Planning Act* Criteria for Draft Plan of Subdivision Approval**	**Consistency with Criteria**
(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	• The 'matters of provincial interest' are discussed in **Section 4.1, Section 4.2, and Appendix C** of this report.
(b) whether the proposed subdivision is premature or in the public interest;	• The Subject Site is located within the Corporate Boundary of the City of Guelph, where municipal water and wastewater services are available. The Subject Site is designated for residential development, as per the City of Guelph Official Plan. This report provides rationale that the Subject Site is suitable for accommodating new growth that will support future population growth. The proposed subdivision would increase the City's housing supply, and it would provide a range and mix of housing options to increase the choice of housing in the City – which is in the public interest. • The Draft Plan of Subdivision application, Official Plan Amendment application, and Zoning By-law Amendment application are being submitted concurrently, where the appropriate designation and zoning provisions will be in place to permit the subdivision. Therefore, the proposed subdivision will not be premature.
(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	• The proposed land uses conform to the intent of the Official Plan, and where the proposed densities differ from what is currently permitted within the Official Plan, a redesignation is being requested as part of this Official Plan Amendment. A more detailed analysis is provided under **Section 4.3** of this report below. • The proposed Draft Plan of Subdivision was also designed to be compatible with the existing subdivision to the east of the Subject Site to ensure an efficient development and use of land.

Planning Act Criteria for Draft Plan of Subdivision Approval	Consistency with Criteria
(d) the suitability of the land for the purposes for which it is to be subdivided;	• A Functional Servicing Report, Stormwater Management Report, Hydrogeological Investigation, Environmental Impact Study, Geotechnical Investigation, and Urban Design Brief have been completed to assess the suitability of the Subject Site. The supporting studies demonstrating the suitability of the land for the proposed residential development have been submitted as part of this complete application, with a summary provided in **Section 6** of this Report.
(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	• There is no proposed linkage or access from, or onto, a Provincial highway. No changes to existing highways are proposed, and the proposed development will not connect to the established highway system, as the Subject Site are proposed to be accessed from Arkell Road (Arterial Road) and through the existing subdivision to the east (Dawes Ave). Street 'A' is proposed as a continuation of Dawes Avenue to run through the site and connect to Arkell Road. The on-street townhouses, and both multiple residential blocks will be accessed by Street 'A'.
(f) the dimensions and shapes of the proposed lots;	• The proposed on-street townhouse lots are rectangular in shape, and the proposed multi residential lots, which include stacked townhouses, are generally rectangular in shape, following the curvature of the proposed street. The dimensions and frontages of the proposed on-street townhouse lots are relatively consistent, with some variation on the edge lots. Where the proposed frontages and lot dimensions differ from what is currently permitted within the Zoning By-law, and what is currently permitted within the proposed RL.3 and RM.6 Zones, special provisions and zone exceptions are being requested as part of this ZBA application. The proposed dimensions remain appropriate and consistent with industry standards, while continuing to accommodate safe site operations, mitigate potential impacts, and maintain the overall intent of the applicable design and safety requirements.
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	• The existing PSW, significant woodlands, and Significant wildlife Habitat on the Subject Site will be preserved, and no development is proposed within it. • Development will be avoided on the portions of the Subject Site that are currently designated Significant Natural Areas & Natural Areas in the Official Plan. These portions of the Subject Site will maintain its current land use designation and zone. • Street 'A' will be a public right of way connecting to Dawes Ave, and will be maintained by the City.
(h) conservation of natural resources and flood control;	• Natural heritage resources will be conserved and protected from development. An EIS has been completed and provides recommendations for appropriate development setbacks & buffer widths from the natural heritage features and areas present, which the Draft Plan will implement.

Planning Act Criteria for Draft Plan of Subdivision Approval	Consistency with Criteria
(i) the adequacy of utilities and municipal services;	• The new lots proposed as part of this Draft Plan will be on full municipal services, and they will be serviced through a logical extension of existing hydro, gas, and telecommunications infrastructure.
(j) the adequacy of school sites;	• Public K-8 and Highschool and Catholic K-8 Schools are within 1.5 kms of the Subject Site, and Catholic Highschool is 3.5 kms from the Subject Site. Applicable school boards will be circulated to review and provide comments on the proposed Draft Plan of Subdivision.
(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	• One (1) new road allowance, labeled 'Street A', will be dedicated to the City as future public ROWs.
(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	• The Draft Plan will make efficient use of available infrastructure and energy supply.
(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.	• The Subject Site are located within a designated Site Plan Control area. Site Plan Control applications will be required for Blocks 3 and 4 of the proposed Draft Plan. • The Draft Plan proposes a SWM block on the eastern edge of the Subject Site.

In addition to the criteria listed above for Draft Plan approvals, Section 51.1(1) of the *Planning Act* states that as a condition of approval, an approval authority may request that "*land in an amount not exceeding, in the case of a subdivision proposed for commercial or industrial purposes, 2 per cent and in all other cases 5 per cent of the land included in the plan"* to be conveyed to the local municipality for park or other public recreational purposes. Section 51.1(3) allows the municipality to accept payment in lieu, to the value of the land otherwise required to be conveyed. To that end, the proposed Draft Plan of Subdivision will be providing cash-in-lieu for parkland dedication.

4.2 Provincial Planning Statement

The Provincial Planning Statement (PPS) is issued under the authority of Section 3 of the *Planning Act*. It provides direction on matters of provincial interest related to land use planning and development. *The Planning Act* requires all decisions affecting land use planning matters "be consistent with" the PPS. A review of PPS policies through the lens of this application is provided as **Appendix C**.

The Provincial Policy Framework encourages development that is designed to be sustainable, compact in form, and pedestrian oriented. The PPS also promotes economic development and competitiveness by encouraging compact, transit-supportive development that optimizes investments in infrastructure and public service facilities that support convenient access to housing, quality employment, services, and recreation for Ontarians. The proposed residential development is an intensification project within an existing settlement area that is well-suited and contextually appropriate for the surrounding neighbourhood.

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision are consistent with the PPS 2024. The development proposed in this submission is located and designed in a manner that facilitates the implementation of the broad provincial interests outlined by the PPS 2024.

4.3 City of Guelph Official Plan

Within the City of Guelph Official Plan (1994, Office Consolidation 2024) (OP), the Subject Site is currently designated as Low Density Residential and Significant Natural Areas & Natural Areas as per Schedule 2: Land Use Plan of the OP, shown in **Figure 8** below.

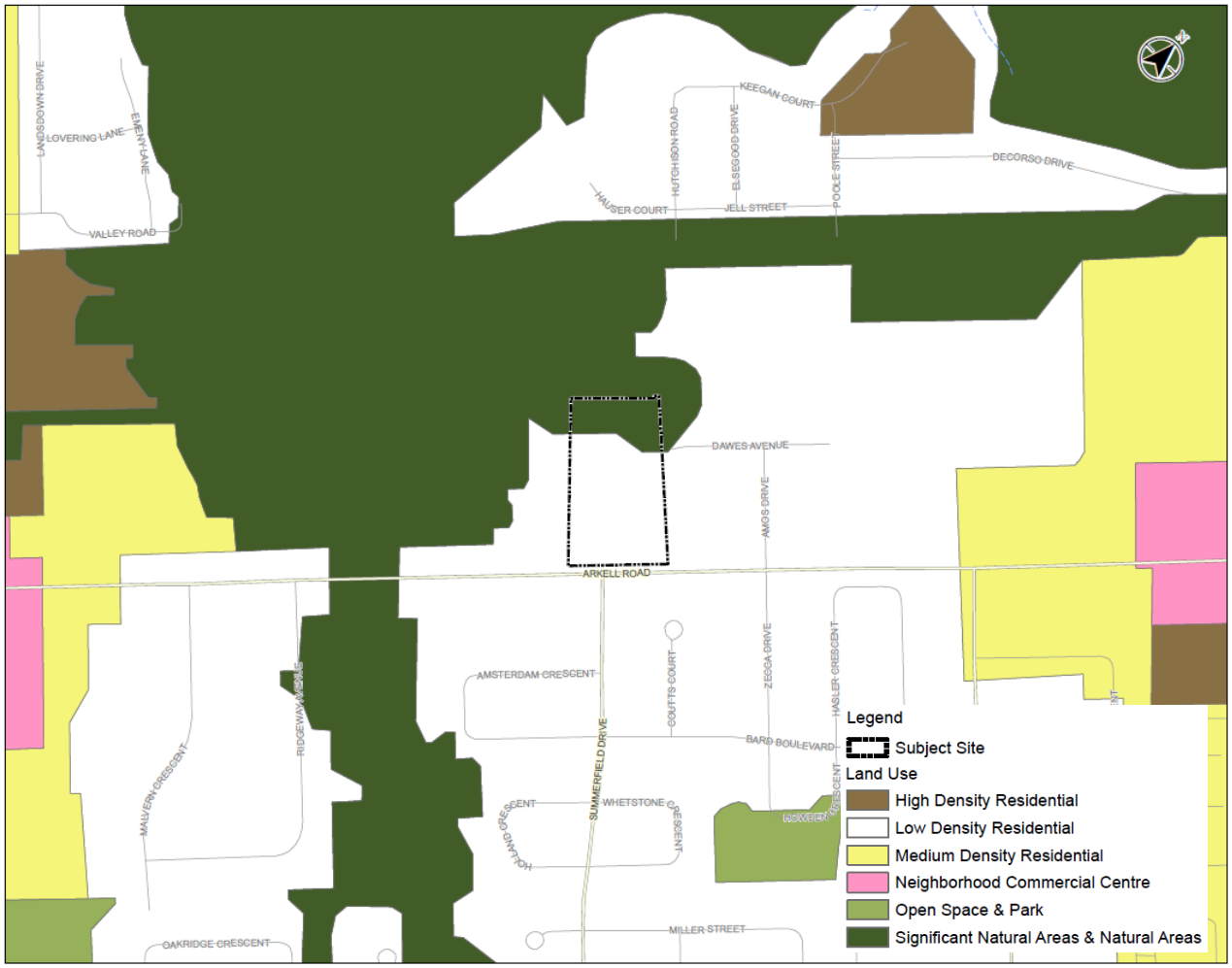


Figure 8 City of Guelph Official Plan Schedule 2: Land Use Map

Section 9.3 of the OP outlines the following objectives for residential designations:

a) To ensure that an adequate amount of residential land is available to accommodate the anticipated population growth over the planning horizon.

b) To facilitate the development of a full range of housing types, affordability, densities and tenure to meet a diversity of lifestyles and the social needs, health and well-being of current and future residents, throughout the city.

c) To encourage and support special needs housing throughout the city.

d) To provide for higher densities of residential development in appropriate locations to ensure that transit-supportive densities, compact urban form, walkable communities and energy efficiencies are achieved.

e) To ensure compatibility between various housing forms and between residential and non-residential uses.

f) To maintain the general character of built form in existing established residential neighbourhoods while accommodating compatible residential infill and intensification.

g) To direct new residential development to areas where municipal services and infrastructure are available or can be provided in an efficient and cost effective manner.

h) To encourage the distribution of local convenience commercial uses and institutional uses in appropriate locations within residential areas.

i) To ensure new development is compatible with the surrounding land uses and the general character of neighbourhoods.

j) To promote innovative housing types and forms in order to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups.

k) To ensure that existing and new residential development is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling or the use of transit.

l) To support home occupations throughout the city where residential uses are permitted.

m) To encourage conservation and rehabilitation of older housing to maintain housing stock and the character of the established residential neighbourhoods.

Response: The proposed development aligns with the above listed objectives by developing on underutilized residential land to accommodate the anticipated population growth and provide a range of housing types and densities, supporting compact urban form and walkable communities. Compatibility with the surrounding area has been considered throughout the design of the concept plans, ensuring compatible residential infill maintaining the general character of built form and land uses in the established neighbourhoods. Municipal services and infrastructure are available for this development, and convenient access to shopping, institutions, and recreation by walking, cycling, and the use of transit is provided.

Section 9.3.1.1 of the OP outlines the following development criteria for multi-unit residential buildings within all residential designations:

1. Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.
2. Proposals for residential lot infill will be compatible with the general frontage of lots in the immediate vicinity.
3. The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.
4. Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections.
5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated.
6. That adequate municipal infrastructure, services and amenity areas for residents can be provided.
7. Surface parking and driveways shall be minimized.
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.
9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.
10. The development addresses public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System, where applicable.
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.

Response: The proposed development is compatible in design, character, and orientation with buildings in the immediate vicinity while provided a higher residential density. The multiple residential blocks provide stacked townhouses fronting Arkell Road, with the frontage of lots appropriate for the development and inline with the surrounding area. The proposed development has access to existing shopping facilities, schools, trails, parks, recreation facilities, and public transit, while also providing adequate vehicular access, parking, and circulation for the residents of both the proposed development and for the existing subdivision to the east. The Subject Site is able to be municipally serviced and contains a publicly accessible street network with sidewalks. Appropriate buffers to the existing neighbourhood to the east have been provided, and the proposed multiple residential block is adjacent to open space within their subdivision, minimizing any impacts to the existing residents.

Section 9.3.2 applies to the Low Density Residential designation, where multiple unit residential buildings, such as townhouses, are permitted up to a net density of 60 units per hectare.

Response: Blocks 1 and 2 of the proposed Draft Plan are to remain as Low Density Residential, and conform to the OP.

Section 9.3.3 applies to the Medium Density Residential designation, where multiple unit residential buildings, such as townhouses, are permitted up to a net density of 100 units per hectare.

Response: Blocks 3 and 4 of the proposed Draft Plan are being requested to be redesignated to the Medium Density Residential designation, to allow up to 100 units per hectare to facilitate the stacked townhouse development.

Section 4.1.3 of the OP speaks to Significant Natural Areas and their buffers. Section 4.1.3.1 states that development or site alteration shall not be permitted within Significant Natural Areas and their established buffers, and that development or site alteration may be permitted within the adjacent lands provided that it has been demonstrated through an EIS that there will be no negative impacts to the protected natural heritage features. Section 4.1.3.4 of the OP discusses Significant Wetlands, where the objectives are to protect wetlands and their established buffers, recognize the importance of Significant Wetlands in maintaining the ecological health of the Natural Heritage System, and to work with various government agencies to protect Significant Wetlands. Policies for Significant Wetlands include development and site alteration shall not be permitted within Significant Wetlands, or established buffers except for uses permitted by the General Permitted Uses and Significant Wetland features or ecological functions that are impaired during the development process will require mitigation, including remedial measures to restore wetland features and functions.

Response: The PSW and the associated buffers have no development proposed within them, aside from a small portion of proposed "Street 'A'" in order to align the extension of Dawes Avenue within the existing subdivision to the east. The majority of grading and construction disturbance will be limited to the outer 15 metres of the PSW buffer. An EIS has been completed as part of this application where it was recommended an Environmental Implementation Report be prepared and submitted to agency staff for approval as a condition of a site alteration permit. A summary of this report can be found in ***Section 6.4*** *of this report.*

4.4 City of Guelph Zoning By-law

The Subject Site is currently zoned Low Density Residential 1 (RL.1) and Natural Heritage System (NHS) in the City of Guelph Zoning By-law ((2023)-20790). The Subject Site also contains a portion of a Significant Wetland (the Torrence Creek Swamp), as shown below in **Figure 9**. The standard provisions of the RL.1 and NHS Zones are detailed in Section 5.2 of this report.



Figure 9 City of Guelph Zoning By-law Schedule A, Map 41, 42, 68, and 69

Per Section 6.2 of the Zoning By-law, on-street and rear access on-street townhouses are permitted in the RL.1 Zone; however, stacked townhouses are not permitted. Permitted uses within the NHS Zone include conservation use and legally existing uses, buildings, and structures.

Section 4 and 5 of the Zoning By-law outline general provisions and parking which apply to every zone within the By-law. The Draft Plan was designed to conform with the applicable provisions within this section, and where necessary, a special provision is being requested, as outlined in Section 5.2 below.

A rezoning is requested to rezone Blocks 1 and 2 to a specialized Low Density Residential 3 (RL.3-xxx) Zone, and Blocks 3 and 4 to a specialized Medium Density Residential 6 (RM.6-xxx) Zone to facilitate the proposed development. The NHS Zone is proposed to remain unchanged, with no ZBA requested for this portion. The proposed zones request relief from specific provisions which are defined in Section 5.2.1 of this report, as well as the rezoning to align the zones to the proposed use.

5 Development Proposal

5.1 Official Plan Amendment

The applicant is seeking an Amendment to the Official Plan (OP) to receive relief from the maximum density requirement, as discussed in Section 4.3 of this report, which is up to a maximum density of 60 units per hectare. It is requested that Blocks 3 and 4 of the proposed Draft Plan of Subdivision be redesignated to Medium Density Residential, to allow for a density of up to 100 units per hectare, in accordance with the locational criteria outlined in the City's OP, as shown in **Figure 10** below, and for ease of legibility, is also provided in **Appendix D**.

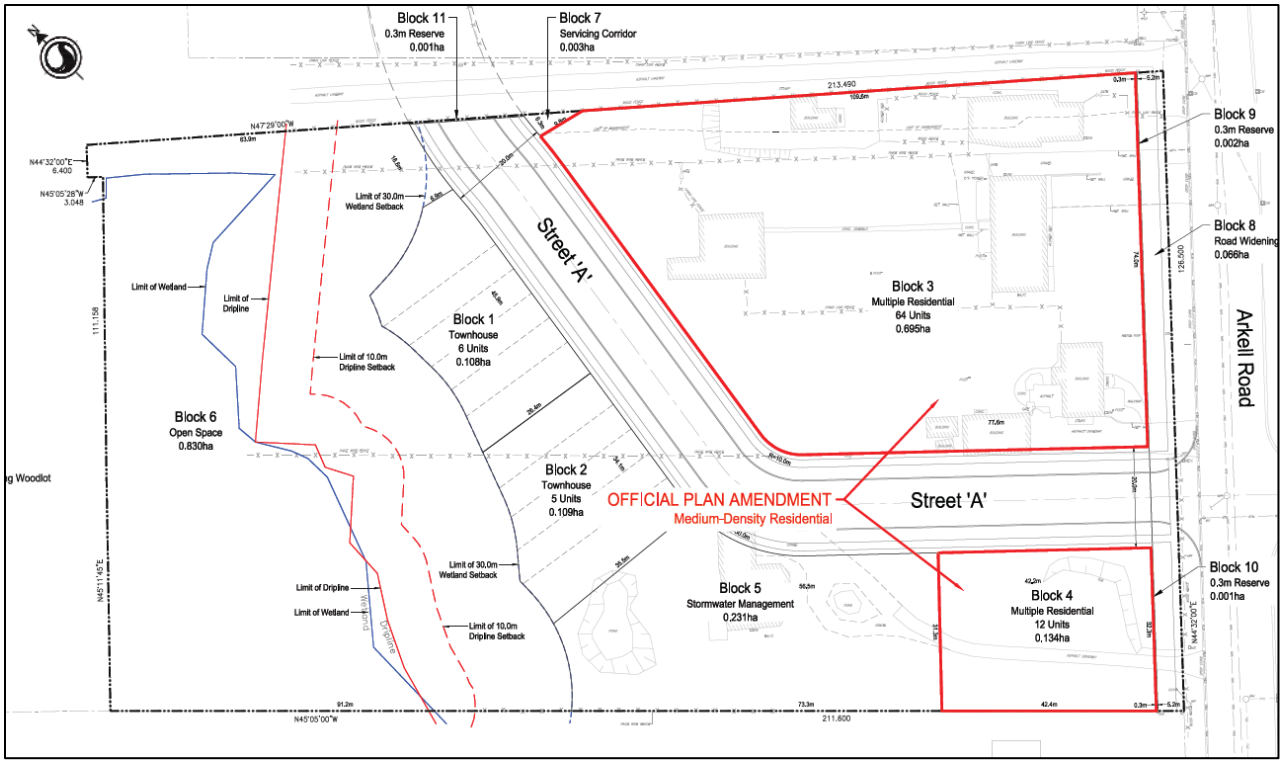


Figure 10 Designation Map

5.1.1 Planning Justification

As stated above, it is the request of Crescent Homes to redesignate Blocks 3 and 4 of the OP to Medium Density Residential for their proposed development.

Section 9.3 of the OP addressed objectives for residential growth and development criteria for multi-unit residential buildings. The proposed Draft Plan conforms to the objectives, including developing on underutilized residential land, providing a range of housing types and densities, supporting compact urban form and walkable communities, and ensuring compatibility with the surrounding area. In addition, the Draft Plan also meets the development criteria for multi-unit residential buildings within the City by providing

compatible, walkable, connected, service ready higher density residential development. The densities for Low Density and Medium Density Residential designations will be conformed to with the facilitation of the proposed Official Plan amendment.

The proposed development on the Subject Site provides an efficient use of underutilized residentially designated lands which accommodates the present and future demand for housing in Guelph. The location of the Subject Site allows for the extension of the existing road network following the same grid pattern and includes a street which connects to the lands to the east to ensure efficient future development and use of existing infrastructure.

As mentioned, the Subject Site is adjacent to an existing residential subdivision. The proposed Draft Plan ensures that the proposed lots are integrated and compatible with this existing residential uses. The higher density Block is adjacent to Open Space to the east to allow for a seamless transition to the new development with minimal impact on the existing resident's homes. The proposed development includes both on-street townhouses and stacked townhouses and ensures a compatible transition between these varying densities and housing types. The stacked townhouses are proposed to be street facing on Arkell Road, with Street 'A' providing some separation from the proposed on-street townhouse dwellings, while appropriately diversifying the housing stock.

The proposed development supports the City's housing goals as described in section 4.3 of this report. The requested amendment to redesignate Blocks 3 and 4 to Medium Density Residential allows for additional housing to be created to support the current and future needs of the City of Guelph. The proposed development would be adding 87 units within the Settlement Area and Corporate Boundary of Guelph, greatly contributing to the housing need. The proposed development also supports the strategic approach to ensure efficient use of vacant residentially designated lands. In addition to the proposed development and requested increase in density supporting the City's housing goals, it also provides the requested grid pattern road network and protects the natural environment of the area by ensuring special requirements for site alteration are followed and appropriate mitigation measures are in place.

5.2 Zoning by-law Amendment

The applicant is seeking a ZBA to rezone the Subject Site from Low Density Residential 1 (RL.1) Zone to Low Density Residential 3 Zone with special provisions (RL.3-xxx), and two (2) Medium Density Residential 6 Zones with special provisions (RM.6-xxx), as highlighted in Section 4.4 of this report, shown in **Figure 11** below, and for ease of legibility, is also provided in **Appendix D**.

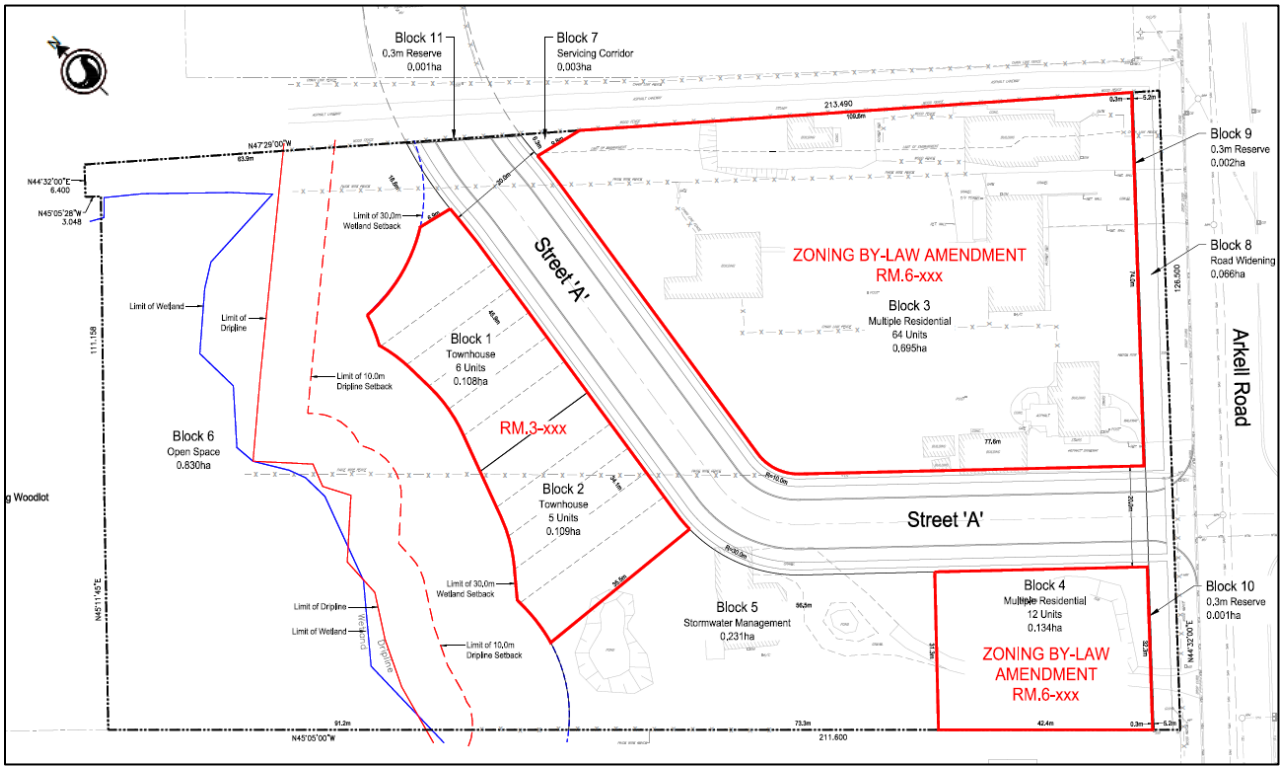


Figure 11 Zoning Map

The following tables provide the zoning compliance of the proposed Draft Plan Amendment with the RL.3 and RM.6 zones. The items in red will require relief through site-specific provisions.

Table 2 RL.3 Zoning Compliance Chart for Block 1

Zone Regulation	**Required**	**Provided**	**Special Provision Requested**
Minimum Lot Area	N/A	1080.1 m^2	No
Minimum Lot Area Per Unit	180.0 m^2/Unit	145.6 m^2	Yes = 145 m^2
Minimum lot Frontage Per Unit	6.0 m	6.0 m	No
Minimum Front Yard Setback	6.0 m	6.0 m	No
Minimum Exterior Side Yard Setback	4.5 m	N/A	No
Minimum Side Yard Setback	1.5 m	2.2 m, 1.5 m	No
Minimum Rear Yard Setback	7.5 m	6.1 m	Yes = 6.0 m
Maximum Building Coverage	55.0% (594.1 m^2)	40.3% (435.6 m^2)	No
Maximum Building Height	3 Storeys	TBD	No
Minimum Unit Width	5.5 m	6.0 m	No
Minimum Landscaped Open Space	35.0% (378.0 m^2)	49.7% (536.6 m^2)	No
Maximum Number of Units in a Row	8 Units	6 Units	No

Table 3 RL.3 Zoning Compliance Chart for Block 2

Zone Regulation	Required	Provided	Special Provision Requested
Minimum Lot Area	N/A	1087.7m^2	No
Minimum Lot Area Per Unit	180.0 m^2/Unit	172.1m^2	Yes = 170.0 m^2
Minimum lot Frontage Per Unit	6.0 m	6.0 m	No
Minimum Front Yard Setback	6.0 m	6.0 m	No
Minimum Exterior Side Yard Setback	4.5 m	N/A	No
Minimum Side Yard Setback	1.5 m	2.3 m, 1.5 m	No
Minimum Rear Yard Setback	7.5 m	8.7 m	No
Maximum Building Coverage	55.0% (598.2 m^2)	33.4% (363.6m^2)	No
Maximum Building Height	3 Storeys	TBD	No
Minimum Unit Width	5.5 m	6.0 m	No
Minimum Landscaped Open Space	35.0% (758.7 m^2)	58.3% (634.1m^2)	No
Maximum Number of Units in a Row	8 Units	5 Units	No

Table 4 RM.6 Zoning Compliance Chart for Block 3

Zone Regulation	Required	Provided	Special Provision Requested
Minimum Lot Area	N/A	6955.1 m^2	No
Minimum Lot Area Per Unit	N/A	108.6 m^2	No
Minimum lot Frontage	30.0 m	77.6 m	No
Minimum Front Yard Setback	Lot Line = 6.0 m Private Road = 3.0 m	4.5 m	Yes = 4.5 m
Minimum Exterior Side Yard Setback	Lot Line = 4.5 m Private Road = 4.5 m	4.5 m	No
Minimum Side Yard Setback	6.0 m	4.5 m	Yes = 4.5 m
Minimum Rear Yard Setback	Lot Line = 6.0 m Private Road = 7.5 m	Lot Line = 7.3 m Private Road = 1.5 m	Yes = 1.5 m Private Road
Maximum Building Coverage	40.0% (2782.0 m^2)	15.8% (1102.2 m^2)	No
Maximum Building Height	4 Storeys	3 Storeys	No
Minimum Distance Between Buildings	3.0 m	4.5 m	No
Minimum Common Amenity Area	640.0 m^2 (10.0 m^2/Unit)	671.4 m^2 (10.5 m^2/Unit)	No
Minimum Private Amenity Area	640.0 m^2 (10.0 m^2/Unit)	TBD	Yes = 2.0 m^2/Unit

Minimum Landscaped Open Space	40.0% (2782.0 m^2)	41.0% (2857.1 m^2)	No
Buffer Strip	3.0 m from interior and Rear Lot Line, Around Perimeter of Surface Parking Lot	1.5 m	Yes = 1.5 m
Maximum Accessory Building Gross Floor Area and Height	GFA = 115.0 m^2 Heigh = 2 Storeys	N/A	No
Maximum Number of Units in a Row	N/A	24 Units	No
Minimum/Maximum Density	Min. = N/A Max. = 100 Units/ha	92 Units/ha (64 Units)	No
Off-Street Parking	77 Spaces	77 Spaces	No
Barrier Free Parking	3 Spaces (1 Type 'A', 2 Type 'B')	3 Spaces (1 Type 'A', 2 Type 'B')	No
Bicycle Parking	72 Spaces (64 Secure, 8 Visitor)	40 Spaces (32 Secure, 8 Visitor)	Yes = 40 Spaces

Table 5 RM.6 Zoning Compliance Chart for Block 4

Zone Regulation	**Required**	**Provided**	**Special Provision Requested**
Minimum Lot Area	N/A	1342.6 m^2	No
Minimum Lot Area Per Unit	N/A	111.8 m^2	No
Minimum lot Frontage	30.0 m	42.2 m	No
Minimum Front Yard Setback	Lot Line = 6.0 m Private Road = 3.0 m	6.0 m	No
Minimum Exterior Side Yard Setback	Lot Line = 4.5 m Private Road = 4.5 m	N/A	No
Minimum Side Yard Setback	6.0 m	4.5 m	Yes = 4.5 m
Minimum Rear Yard Setback	Lot Line = 6.0 m Private Road = 7.5 m	8.8 m	No
Maximum Building Coverage	40.0% (537.0 m^2)	15.4% (206.7 m^2)	No
Maximum Building Height	4 Storeys	3 Storeys	No
Minimum Distance Between Buildings	3.0 m	N/A	No
Minimum Common Amenity Area	120.0 m^2 (10.0 m^2/Unit)	143.2 m^2 (11.9 m^2/Unit)	No

Minimum Private Amenity Area	640.0 m^2 (10.0 m^2/Unit)	TBD	Yes = 2.0 m^2/Unit
Minimum Landscaped Open Space	40.0% (537.0 m^2)	40.3% (541.6 m^2)	No
Buffer Strip	3.0 m from interior and Rear Lot Line, Around Perimeter of Surface Parking Lot	1.5 m	Yes = 1.5 m
Maximum Accessory Building Gross Floor Area and Height	GFA = 115.0 m^2 Heigh = 2 Storeys	N/A	No
Maximum Number of Units in a Row	N/A	12 Units	No
Minimum/Maximum Density	Min. = N/A Max. = 100 Units/ha	90 Units/ha (12 Units)	No
Off-Street Parking	15 Spaces	15 Spaces	No
Barrier Free Parking	1 Space (1 Type 'A')	1 Space (1 Type 'A')	No
Bicycle Parking	14 Spaces (12 Secure, 2 Visitor)	10 Spaces (6 Secure, 4 Visitor)	Yes = 10 Spaces

5.2.1 Proposed Site-Specific Regulations and Draft Zoning By-law

5.2.1.1 RL.3 Zone with Special Provisions for Blocks 1

The applicant is seeking special provisions to amend the minimum lot area per unit and minimum rear yard setback in the RL.3 Zone. Suggested provisions specific to the relief of the above provisions are included below.

Proposed Specialized RL.3 Zone for the Subject Site – Shown as RL.3-xxx

All regulations of Section 6 of this By-law with the following exceptions shall apply to the Subject Site:

Minimum Lot Area Per Unit – 145 m^2

Minimum Rear Yard Setback – 6 m

5.2.1.2 RL.3 Zone with Special Provisions for Blocks 2

The applicant is seeking special provisions to amend the minimum lot area per unit in the RL.3 Zone. Suggested provisions specific to the relief of the above provisions are included below.

Proposed Specialized RL.3 Zone for the Subject Site – Shown as RL.3-xxx

All regulations of Section 6 of this By-law with the following exceptions shall apply to the Subject Site:

Minimum Lot Area Per Unit – 170 m^2

5.2.1.3 RM.6 Zone with Special Provisions for Block 3

The applicant is seeking special provisions to amend the minimum front yard setback, minimum side yard setback, minimum rear yard setback (private street), minimum private amenity area, buffer strip, and bicycle parking in the RM.6 Zone. Suggested provisions specific to the relief of the above provisions are included below.

Proposed Specialized RM.6 Zone for the Subject Site – Shown as RM.6-xxx

All regulations of Section 6 of this By-law with the following exceptions shall apply to the Subject Site:

Minimum Front Yard Setback – 4.5 m

Minimum Side Yard Setback – 4.5 m

Minimum Rear Yard Setback (Private Road) – 1.5 m

Minimum Private Amenity Area – 2.0 m^2/Unit

Buffer Strip – 1.5 m

Bicycle Parking – 40 Spaces

5.2.1.4 RM.6 Zone with Special Provisions for Block 4

The applicant is seeking special provisions to amend the minimum side yard setback, minimum private amenity area, buffer strip, and bicycle parking in the RM.6 Zone. Suggested provisions specific to the relief of the above provisions are included below.

Proposed Specialized RM.6 Zone for the Subject Site – Shown as RM.6-xxx

All regulations of Section 6 of this By-law with the following exceptions shall apply to the Subject Site:

Minimum Side Yard Setback – 4.5 m

Minimum Private Amenity Area – 2.0 m^2/Unit

Buffer Strip – 1.5 m

Bicycle Parking – 10 Spaces

5.2.2 Planning Justification

As stated above, it is the request of Crescent Homes to rezone the Subject Site from Low Density Residential 1 (RL.1) Zone to two (2) Low Density Residential 3 Zones with special provisions (RL.3-xxx), and two (2) Medium Density Residential 6 Zones with special provisions (RM.6-xxx) for their proposed development of the Subject Site.

Section 6 of the Guelph Zoning By-law addresses Residential zones, including RL.1, RL.3, and RM.6, which permit a combination of on-street townhouses and stacked townhouses, as outlined in Section 4.4 of this report. The rezoning of the Subject Site in accordance with the Zoning Plan (Figure 11 and Appendix D) is consistent with the intent of the lands being used for residential development. As shown in Tables 2 through 5 above, the proposed development meets the majority of the provisions for the RL.3 and RM.6 zones respectively, with minor site-specific regulations requested as per Tables 2 through 5.

The requested zoning relief facilitates a more efficient site design that supports the development of a compact, walkable residential community while maintaining appropriate access to amenity space, landscaping opportunities, drainage functions, and the surrounding open space network. The requested reductions primarily relate to internal site configurations and do not result in significant adverse impacts on adjacent properties, privacy, neighbourhood character, or environmental features.

While the proposed rezoning seeks a private amenity space reduction, this is being supplemented by supplying additional common amenity space on the Subject Site above the minimum requirements for residents to utilize. Additionally, multiple parks and open space are within a 5-to-10-minute walking distance from the Subject Site that the residents will also have access to, where the provided sidewalk network provides safety and ease for active transportation.

The proposed reduction in buffer strip is required to ensure parking minimums can be met and additional common amenity space can be provided. A 2.0 m sidewalk is provided around edges of the parking area where amenity space and stacked townhouses are located to provide pedestrian access. These sidewalks are adjacent to the buffer strip, and when considered together, they provide a 3.5 m separation distance from the parking area itself and the residential units.

Relief from setbacks are primarily related to accommodating a configuration of the Subject Site that allows for provisions to be met that would otherwise have a negative impact on the functionality of the development and neighbouring areas, such as reduced parking and common amenity area. The requested reductions in setbacks are not adjacent to residential lands, so will not have any impact on existing residents and their properties, privacy, or safety. The Block 1 reduced rear yard setback is required to avoid encroachment into the PSW buffer.

As mentioned above in Section 4.3, this rezoning conforms to the City's housing policies, by providing residential growth within the settlement area. The proposed development is adjacent to an existing residential subdivision to the east, allowing for efficient development and expansion of the road network and services to the Subject Site. The Draft Plan also preserves the PSW, Significant Woodlands, and Significant Wildlife Habitat on the Subject Site.

6 Supporting Studies

Supporting studies have been completed to support the requested Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision. These studies have been provided to the City under a separate cover and are summarized below.

6.1 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.

6.2 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’s 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 Subject Site is established by the City of Guelph and Grand River Conservation Authority (GRCA);
- Water quality will be enhanced through the proposed SQM approach (previously Level 1);
- Surface water inputs to the wetland will be maintained at pre-development rates, while groundwater inputs will be maintained at pre-development levels by directing clean stormwater to infiltration galleries; and
- 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.

6.3 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 Site consist of coarse-grained (sand or sand and gravel) materials characteristic of 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 (PTTW) 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 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 Site 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 Site, 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.

6.4 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 form the EIS are summarized as follows:

- A portion of the Subject Site, 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 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.

- A minor encroachment within the outer 15 metres of the 30 metre buffer will be required to the extreme northern section of the Subject Site 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.

6.5 Geotechnical Investigation

The purpose of the geotechnical investigation is to explore the subsurface soil and ground water conditions at the Subject 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 full 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 Subject Site soils and provide commentary regarding on site of off site re-use and/or disposal option 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.

6.6 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.

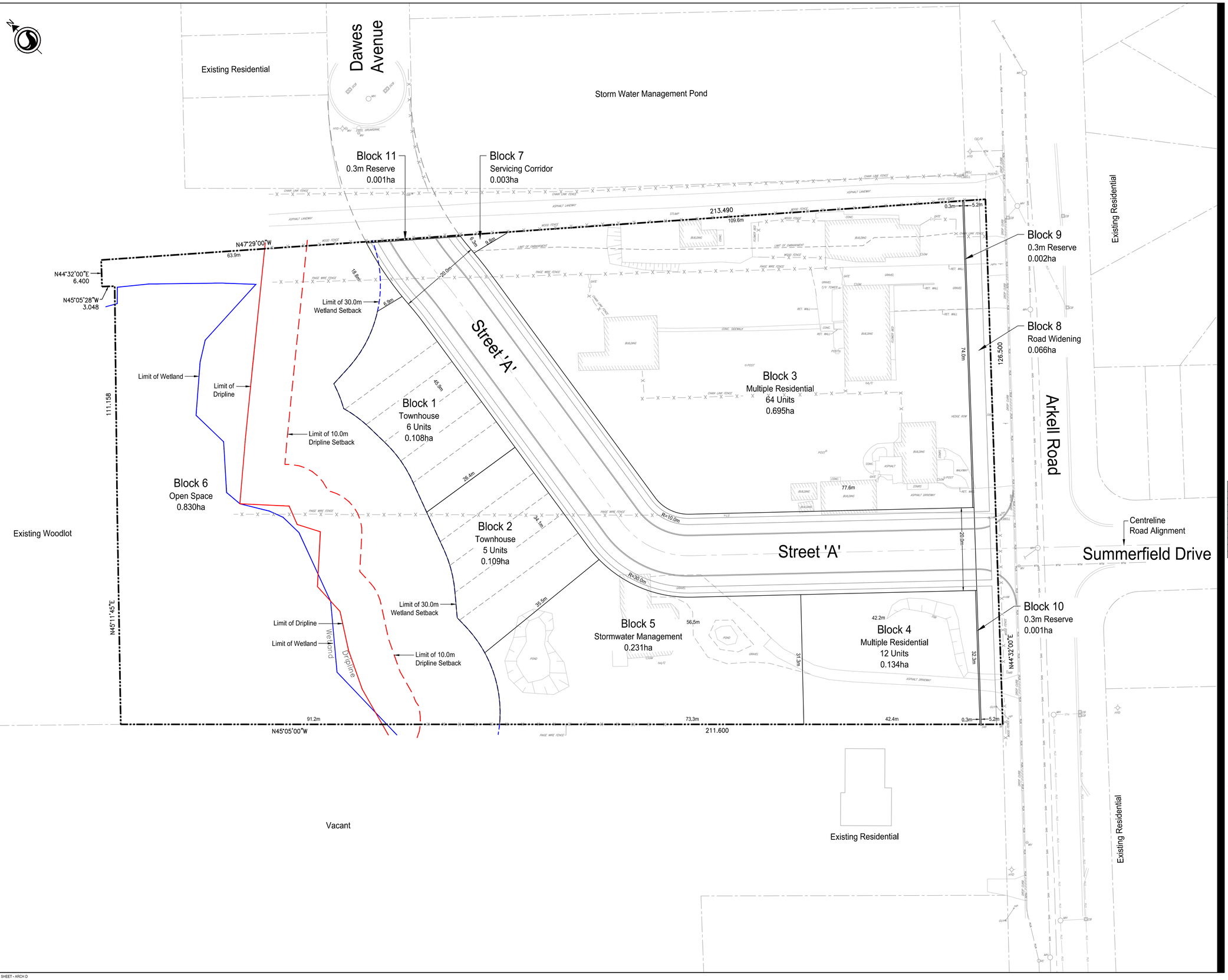
7 Conclusion

Based on the analysis of the existing policy framework and the planning justification discussed within this Report, and recommendations provided herein, we provide the following conclusions:

- That this Planning Justification Report be considered as part of a complete application for the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Application.
- That the proposed development will provide adequate housing for the growing City of Guelph population;
- The proposed development is supported by existing infrastructure and the form and character is compatible with surrounding uses;
- The proposed development is consistent with the Provincial Planning Statement, 2024;
- The proposed development conforms with the goals and policies of the City of Guelph Official Plan;

- The proposed City of Guelph Zoning By-law Amendment is consistent with the City of Guelph Zoning By-law provisions; and,
- The proposed development as part of this application represents sound planning principles and aligns with Provincial and Local interests. In our opinion the proposed development is in the public interest.

Appendix A Draft Plan



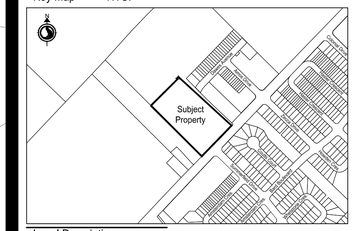
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Key Map NTS.



Legal Description

Part of Lot 6, Concession 8,
Geographical Township of Puslinch,
City of Guelph

Information Required

Under Section 51(17) of the Planning Act,
R.S.O 1990 c.P 13 as Amended

a) - As Shown	g) - As Shown
b) - As Shown	h) - Municipal Water
c) - As Shown	i) - Loam
d) - As Listed Below	j) - As Shown
e) - As Shown	k) - All Services as Rquired
f) - As Shown	l) - As Shown

Surveyor's Certificate

I hereby certify the boundaries of the subject lands and their relationship to the adjoining lands have been accurately and correctly shown.

Signed _____
O.L.S Name
Company Name

Date _____

Owner's Certificate

I hereby authorize Stantec Consulting Ltd. to submit this Draft Plan of Subdivision on my behalf.

Signed _____
Owner Name
Company Name

Date _____

Land Use Schedule

Lots/Blocks	Land Use	Area (ha)	Number of Units
Blocks 1-2	Townhouse	0.217	11
Blocks 3-4	Multiple Residential	0.829	76
Block 5	Stormwater Management	0.231	
Block 6	Open Space	0.830	
Block 7	Servicing Corridor	0.003	
Block 8	Road Widening	0.066	
Blocks 9-11	0.3m Reserve	0.004	
Roads		0.353	
Total		2.533	87

Applicant

Revision	By	Appd	YYYY.MM.DD
ISSUED FOR DRAFT PLAN APPROVAL, OPA AND ZBA	JJ	RH	2026.07.23
ISSUED FOR CLIENT REVIEW	JJ	RH	2026.06.09
File Name: 161414736_R-DP	JJ (Dwn.)	JJ (Dsgn.)	RH (Chkd.) 2026.06.04

Permit-Seal

Client/Project

8001189 CANADA INC.

ARKELL ROAD DEVELOPMENT
190-216 ARKELL ROAD

GUELPH, ON

Title

DRAFT PLAN OF SUBDIVISION

Project No. 161414736

Scale 1:400 (0, 4, 12, 20m)

Revision 0

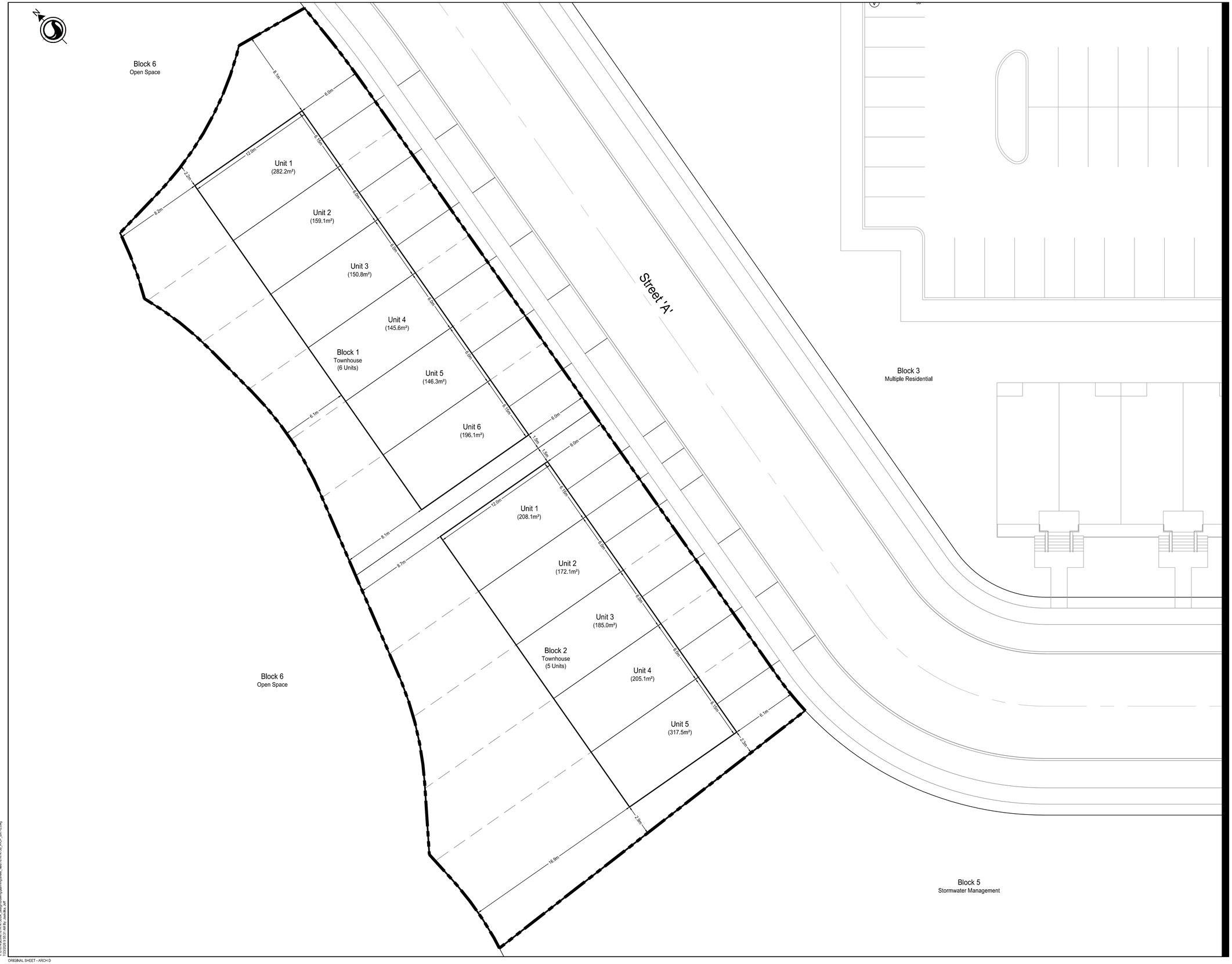
Sheet 1 of 1

Drawing No. DP-1

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ORIGINAL SHEET - ARCH D

Appendix B Concept Plans

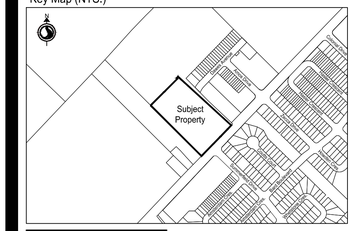


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Key Map (NTS.)



Legal Description

Part of Lot 6, Concession 8,
Geographical Township of Puslinch,
City of Guelph

Details of Development - Block 1

Site Details	Required	Provided	Conforms
Zoning	By-law (2023)-20790: Specialized Low Density Residential 3 (RL.3-xxx)		
Minimum Lot Area	N/A	1080.1m²	Yes
Minimum Lot Area Per Unit	180.0m²/Unit	145.6m²	No
Minimum Lot Frontage Per Unit	6.0m	6.0m	Yes
Minimum Front Yard Setback	6.0m	6.0m	Yes
Minimum Exterior Side Yard Setback	4.5m	N/A	N/A
Minimum Side Yard Setback	1.5m	2.2m, 1.5m	Yes
Minimum Rear Yard Setback	7.5m	6.1m	No
Maximum Building Coverage	55.0% (594.1m²)	40.3% (435.6m²)	Yes
Maximum Building Height	3 Storeys	TBD	Yes
Minimum Unit Width	5.5m	6.0m	Yes
Minimum Landscaped Open Space	35.0% (378.0m²)	49.7% (536.6m²)	Yes
Maximum Number of Units in a Row	8 Units	6 Units	Yes

Details of Development - Block 2

Site Details	Required	Provided	Conforms
Zoning	By-law (2023)-20790: Specialized Low Density Residential 3 (RL.3-xxx)		
Minimum Lot Area	N/A	1087.7m²	Yes
Minimum Lot Area Per Unit	180.0m²/Unit	172.1m²	No
Minimum Lot Frontage Per Unit	6.0m	6.0m	Yes
Minimum Front Yard Setback	6.0m	6.0m	Yes
Minimum Exterior Side Yard Setback	4.5m	N/A	N/A
Minimum Side Yard Setback	1.5m	2.3m, 1.5m	Yes
Minimum Rear Yard Setback	7.5m	8.7m	Yes
Maximum Building Coverage	55.0% (598.2m²)	33.4% (363.6m²)	Yes
Maximum Building Height	3 Storeys	TBD	Yes
Minimum Unit Width	5.5m	6.0m	Yes
Minimum Landscaped Open Space	35.0% (758.7m²)	58.3% (634.1m²)	Yes
Maximum Number of Units in a Row	8 Units	5 Units	Yes

Revision	By	Appd	YYYY.MM.DD
ISSUED FOR DRAFT PLAN APPROVAL, ZBA AND OPA	JJ	RH	2026.07.23
ISSUED FOR REVIEW	JJ	RH	2026.06.09
File Name: 161414736_R-CP_Blk1-2	Dwn. JJ	Dsgn. JJ	Chkd. RH	2026.06.05 YYYY.MM.DD

Permit-Seal

Client/Project
8001189 CANADA INC.

ARKELL ROAD DEVELOPMENT
190-216 ARKELL ROAD

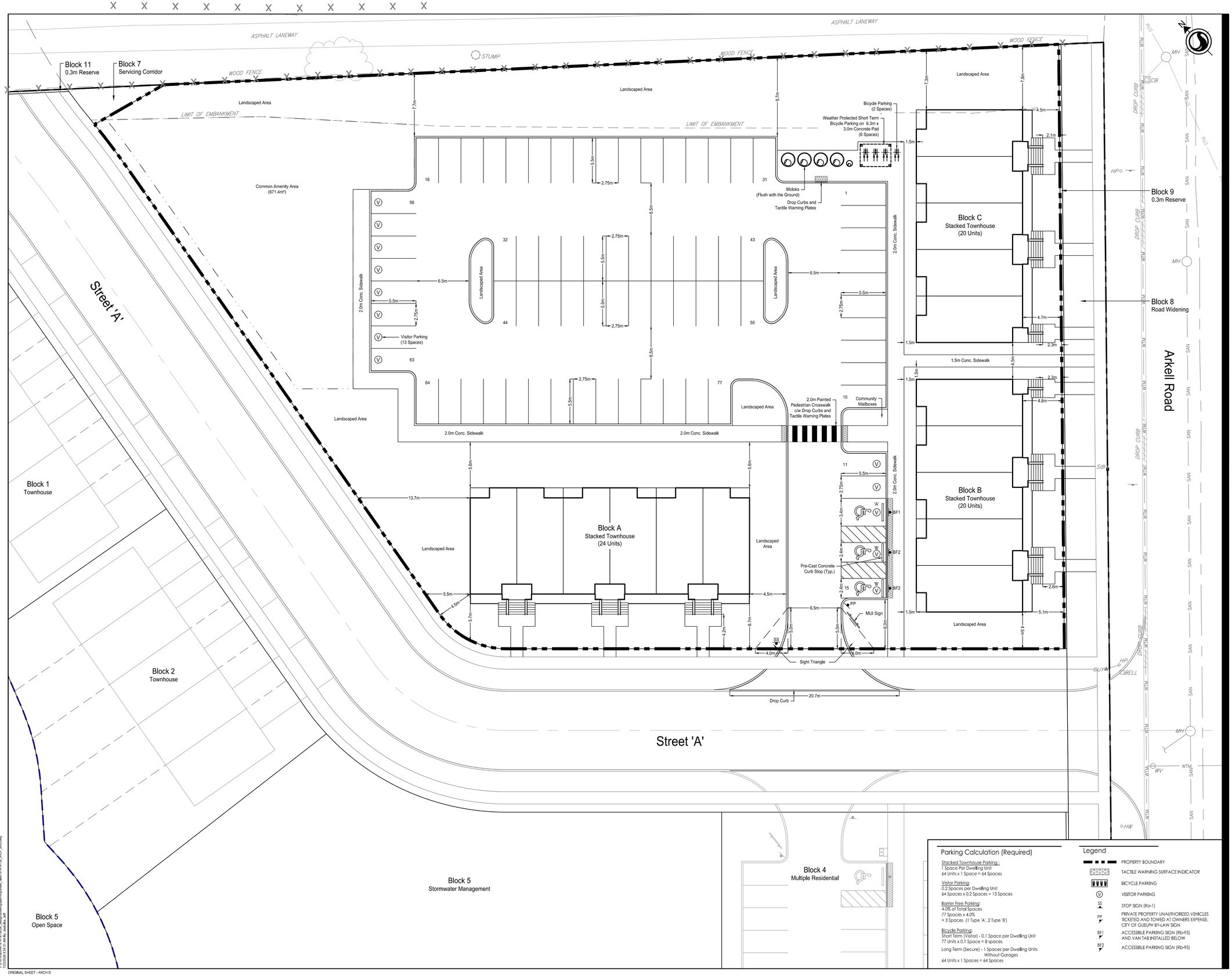
GUELPH, ON

Title
BLOCK #1 AND BLOCK #2
CONCEPTUAL SITE PLAN

Project No. 161414736
Scale 1:150 (0, 1.5, 4.5, 7.5m)
Revision 0
Sheet 1 of 3
Drawing No. CP-1

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Mar 05, 2026 - 10:57am, Jeffrey Jackson, AE

ORIGINAL SHEET - ARCH D



Parking Calculation (Required)

Stacked Townhouse Parking :
1 Space Per Dwelling Unit
64 Units x 1 Space = 64 Spaces

Visitor Parking:
0.2 Spaces per Dwelling Unit
64 Spaces x 0.2 Spaces = 13 Spaces

Barrier Free Parking:
4.0% of Total Spaces
77 Spaces x 4.0%
= 3 Spaces (1 Type 'A', 2 Type 'B')

Bicycle Parking:
Short Term (Visitor) - 0.1 Space per Dwelling Unit
77 Units x 0.1 Space = 8 spaces

Long Term (Secure) - 1 Spaces per Dwelling Units Without Garages
64 Units x 1 Spaces = 64 Spaces

Legend

- PROPERTY BOUNDARY
- TACTILE WARNING SURFACE INDICATOR
- BICYCLE PARKING
- (V) VISITOR PARKING
- SS STOP SIGN (Ro-1)
- PP PRIVATE PROPERTY UNAUTHORIZED VEHICLES TICKETED AND TOWED AT OWNERS EXPENSE, CITY OF GUELPH BY-LAW SIGN
- BF1 ACCESSIBLE PARKING SIGN (Rb-93) AND VAN TAB INSTALLED BELOW
- BF2 ACCESSIBLE PARKING SIGN (Rb-93)

ORIGINAL SHEET - ARCH D

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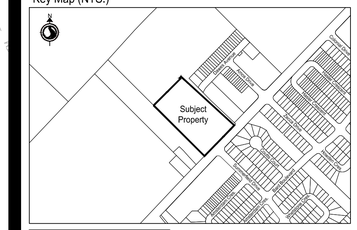
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100-300 Hagey Boulevard
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Tel: (519) 579-4410
www.stantec.com

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Key Map (NTS.)



Legal Description

Part of Lot 6, Concession 8,
Geographical Township of Puslinch,
City of Guelph

Details of Development

Site Details	Required	Provided	Conforms
Zoning	By-law (2023)-20790: Specialized Medium Density Residential 6 (RM.6-xxx)		
Minimum Lot Area	N/A	6955.1m²	Yes
Minimum Lot Area Per Unit	N/A	108.6m²	Yes
Minimum Lot Frontage	30.0m	77.6m	Yes
Minimum Front Yard Setback	Lot Line = 6.0m Private Road =3.0m	4.5m	No
Minimum Exterior Side Yard Setback	Lot Line = 4.5m Private Road =4.5m	4.5m	N/A
Minimum Side Yard Setback	6.0m	4.5m	No
Minimum Rear Yard Setback	Lot Line = 6.0m Private Road =7.5m	Lot Line = 7.3m Private Road =1.5m	No
Maximum Building Coverage	40.0% (2782.0m²)	15.8% (1102.2m²)	Yes
Maximum Building Height	4 Storeys	3 Storeys	Yes
Minimum Distance Between Buildings	3.0m	4.5m	Yes
Minimum Common Amenity Area	640.0m² (10.0m²/Unit)	671.4m² (10.5m²/Unit)	Yes
Minimum Private Amenity Area	640.0m² (10.0m²/Unit)	TBD	No
Minimum Landscaped Open Space	40.0% (2782.0m²)	41.0% (2857.1m²)	Yes
Buffer Strip	3.0m from Interior and Rear Lot Line, Around Perimeter of Surface Parking Lot	1.5m	No
Maximum Accessory Building Gross Floor Area and Height	GFA = 115.0m² Height = 2 Storeys	N/A	Yes
Maximum Number of Units in a Row	N/A	24 Units	Yes
Minimum/Maximum Density	Min. = N/A Max. = 100 Units/ha	92 Units/ha (64 Units)	Yes
Off-Street Parking	77 Spaces	77 Spaces	Yes
Barrier Free Parking	3 Spaces (1 Type 'A', 2 Type 'B')	3 Spaces (1 Type 'A', 2 Type 'B')	Yes
Bicycle Parking	72 Spaces (64 Secure, 8 Visitor)	40 Spaces (32 Secure, 8 Visitor)	No

Revision	By	Appd	YYYY.MM.DD
ISSUED FOR DRAFT PLAN APPROVAL, ZBA AND OPA	JJ	RH	2026.07.23
ISSUED FOR REVIEW	JJ	RH	2026.06.09
File Name: 161414736_R-CP_Blk3	JJ Dwn.	JJ Dsgn.	RH Chkd.	2026.06.05 YYYY.MM.DD

Permit-Seal

Client/Project
8001189 CANADA INC.

ARKELL ROAD DEVELOPMENT
190-216 ARKELL ROAD

GUELPH, ON

Title
BLOCK #3
CONCEPTUAL SITE PLAN

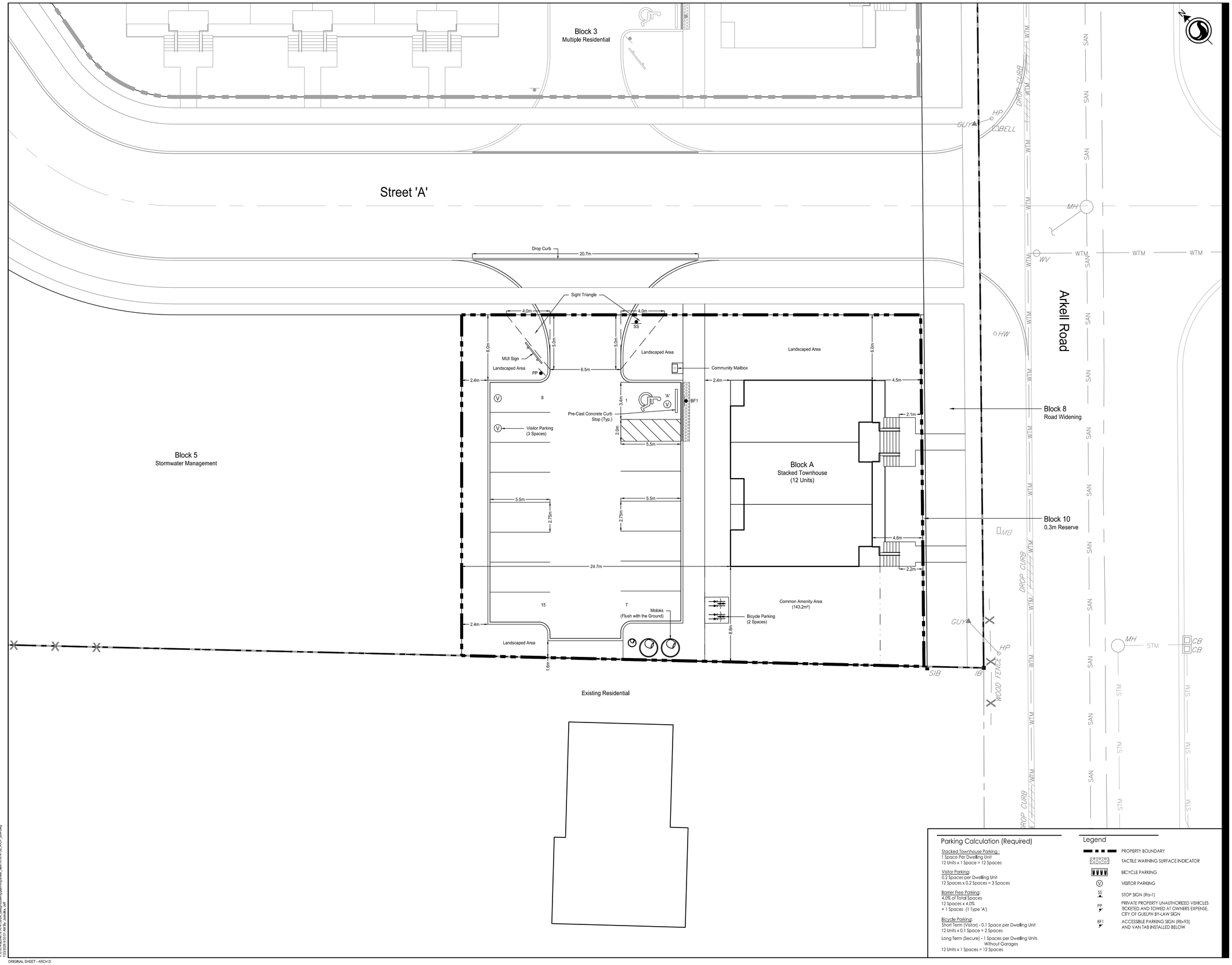
Project No.
161414736

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Revision
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Sheet
2 of 3

Drawing No.
CP-2



Parking Calculation (Required)

Stacked Townhouse Parking :
1 Space Per Dwelling Unit
12 Units x 1 Space = 12 Spaces

Visitor Parking:
0.2 Spaces per Dwelling Unit
12 Spaces x 0.2 Spaces = 3 Spaces

Barrier Free Parking:
4.0% of Total Spaces
12 Spaces x 4.0%
= 1 Spaces (1 Type 'A')

Bicycle Parking:
Short Term (Visitor) - 0.1 Space per Dwelling Unit
12 Units x 0.1 Space = 2 Spaces

Long Term (Secure) - 1 Spaces per Dwelling Units Without Garages
12 Units x 1 Spaces = 12 Spaces

Legend

- PROPERTY BOUNDARY
- TACTILE WARNING SURFACE INDICATOR
- BICYCLE PARKING
- V — VISITOR PARKING
- SS — STOP SIGN (Ro-1)
- PP — PRIVATE PROPERTY UNAUTHORIZED VEHICLES TICKETED AND TOWED AT OWNERS EXPENSE, CITY OF GUELPH BY-LAW SIGN
- BF1 — ACCESSIBLE PARKING SIGN (Ro-93) AND VAN TAB INSTALLED BELOW

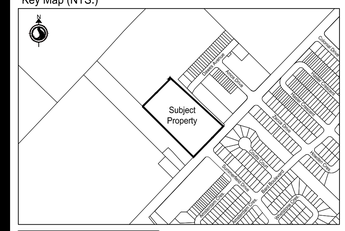
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Key Map (NTS.)



Legal Description

Part of Lot 6, Concession 8,
Geographical Township of Puslinch,
City of Guelph

Details of Development

Site Details	Required	Provided	Conforms
Zoning	By-law (2023)-20790: Specialized Medium Density Residential 6 (RM.6-xxx)		
Minimum Lot Area	N/A	1342.6m²	Yes
Minimum Lot Area Per Unit	N/A	111.8m²	Yes
Minimum Lot Frontage	30.0m	42.2m	Yes
Minimum Front Yard Setback	Lot Line = 6.0m Private Road =3.0m	6.0m	Yes
Minimum Exterior Side Yard Setback	Lot Line = 4.5m Private Road =4.5m	N/A	N/A
Minimum Side Yard Setback	6.0m	4.5m	No
Minimum Rear Yard Setback	Lot Line = 6.0m Private Road =7.5m	8.8m	Yes
Maximum Building Coverage	40.0% (537.0m²)	15.4% (206.7m²)	Yes
Maximum Building Height	4 Storeys	3 Storeys	Yes
Minimum Distance Between Buildings	3.0m	N/A	N/A
Minimum Common Amenity Area	120.0m² (10.0m²/Unit)	143.2m² (11.9m²/Unit)	Yes
Minimum Private Amenity Area	640.0m² (10.0m²/Unit)	TBD	No
Minimum Landscaped Open Space	40.0% (537.0m²)	40.3% (541.6m²)	Yes
Buffer Strip	3.0m from Interior and Rear Lot Line, Around Perimeter of Surface Parking Lot	1.5m	No
Maximum Accessory Building Gross Floor Area and Height	GFA = 115.0m² Height = 2 Storeys	N/A	Yes
Maximum Number of Units in a Row	N/A	12 Units	Yes
Minimum/Maximum Density	Min. = N/A Max. = 100 Units/ha	90 Units/ha (12 Units)	Yes
Off-Street Parking	15 Spaces	15 Spaces	Yes
Barrier Free Parking	1 Spaces (1 Type 'A')	1 Spaces (1 Type 'A')	Yes
Bicycle Parking	14 Spaces (12 Secure, 2 Visitor)	10 Spaces (6 Secure, 4 Visitor)	No

Revision	By	Appd	YYYY.MM.DD
ISSUED FOR DRAFT PLAN APPROVAL, ZBA AND OPA	JJ	RH	2026.07.23
ISSUED FOR REVIEW	JJ	RH	2026.06.09
File Name: 161414736_R-CP_Blk4	JJ Dwn.	JJ Dsgn.	RH Chkd.	2026.06.05 YYYY.MM.DD

Permit-Seal

Client/Project
8001189 CANADA INC.

ARKELL ROAD DEVELOPMENT
190-216 ARKELL ROAD

GUELPH, ON

Title
BLOCK #4
CONCEPTUAL SITE PLAN

Project No.
161414736

Scale
1:150
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Revision
0

Sheet
3 of 3

Drawing No.
CP-3

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ORIGINAL SHEET - ARCH D

Appendix C PPS

Section	*Policy*	*Application comments*
1	**Introduction**	
	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians.	The proposed subdivision establishes a residential subdivision within an established settlement area, which contains a mix of housing options including on-street townhouse and stacked townhouse dwellings. The proposed subdivision is located to provide direct access to the existing road network without requiring additional investment in major public infrastructure, in addition to providing a natural extension the street within the neighbouring subdivision to develop a cohesive road network, servicing, stormwater management, and parkland features.
2.1	**Planning for People and Homes**	
2.1.4	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	The proposed subdivision provides an appropriate mix of housing, including on-street townhouse and stacked townhouse dwellings, providing a redevelopment of underutilized lands at a higher density than the existing adjacent subdivisions, while still generally conforming to the Local Official Plan. The Subject Site is within the City of Guelph and is zoned and designated for residential use.

2.1.6 a)	Planning authorities should support the achievement of complete communities by: a) Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs. c) Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.	The proposed subdivision is within the City of Guelph Settlement Area and provides a mix of housing options including on-street townhouse and stacked townhouse dwellings. The proposed subdivision provides an abundance of park and open space area, in addition to the PSW, Significant Woodlands, and Significant Wildlife Habitat. The provided mix of housing and open space meet the long term needs of the area, and improve the social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.
2.2	**Housing**	
2.2.1b)	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by permitting and facilitating: 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents; and 2. All types of residential intensification.	The proposed subdivision will contribute to providing a range and mix of housing options to meet housing needs of current and future residents of the City. A higher density development provides more housing variety in an otherwise predominantly single-family residential area.
2.2.1 c)	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.	The proposed subdivision promotes the efficient use of land, resources, and infrastructure, while also being transit supportive. The subdivision is within close proximity to recreational, commercial, and education facilities.
2.3	**Settlement Areas and Settlement Area Boundary Expansions**	

2.3.1.1	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Subject Site is located within the Guelph settlement area and corporate boundary, facilitating residential growth within a settlement area.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) Efficiently use land and resources; b) Optimize existing and planned infrastructure and public service facilities; c) Supportive active transportation.	The proposed subdivision provides a higher net density than the existing surrounding subdivisions, while also providing Open Space. The proposed infrastructure is optimized as a cohesive road network is proposed, and servicing and stormwater management have been adequately sized to properly service this development. Sidewalks will be present in the proposed subdivision, promoting active transportation and connecting to the proposed amenity areas.
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The proposed subdivision provides residential intensification within the settlement area of Guelph, promoting a range and mix of housing, complete communities, and providing efficient planning and investment in infrastructure.
3.6	**Sewage, Water, and Stormwater**	
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The Subject Site is within the settlement area of Guelph, and the development will be serviced using municipal sewage and water services. A comprehensive stormwater management strategy has been created for the site, to prevent increases in contaminant loads; minimize changes in water balance and erosion; not increase risks to human health and safety and property damage; maximize the extent and function of vegetative and pervious surfaces; and promote stormwater management best

		practices. Details will be addressed through conditions of draft approval.
3.9	**Public Spaces, Recreation, parks, Trails, and Open Space**	
3.9.1	Healthy, active, and inclusive communities should be promoted by: a) Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity. b) Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.	The development provides private and common amenity area for both multiple-residential blocks, and Open Space through the PSW Furthermore, the eastern boundary will be designed/graded to meet the designed grades for the proposed trail connection on the adjacent property (220 Arkell Road) to be designed by the developer of the adjacent subdivision, which will provide a significant link in the City's master trail network. A street and sidewalk are also provided to connect to the adjacent property to the east, and connected to the future community to the north by way of trail connection.
4.1	**Natural Heritage**	
4.1.1	Natural features and areas shall be protected for the long term	The proposed Draft Plan of Subdivision protects the PSW, Significant Woodlands, and Significant Wildlife Habitat by avoiding development in those areas and the associated buffer, and requiring an Environmental Implementation Report as a condition of a site alteration permit.
4.1.4	Development and site alteration shall not be permitted in: a) Significant wetlands in Ecoregions 5E, 6E and 7E.	The proposed Draft Plan of Subdivision avoids development and site alteration in the PSW and associated buffer, apart from a small portion of the street that is within the 30-metre PSW buffer, as this is necessary to meet the alignment of the street from Dawes Avenue.

Appendix D Designation and Zoning Maps

Existing Residential

Dawes Avenue

Storm Water Management Pond

Existing Residential

Block 11
0.3m Reserve
0.001ha

Block 7
Servicing Corridor
0.003ha

213.490
109.6m
0.3m
5.2m

Block 9
0.3m Reserve
0.002ha

Block 8
Road Widening
0.066ha

N47°29'00"W
63.9m

N44°32'00"E
6.400

N45°05'28"W
3.048

111.158

Limit of Wetland

Limit of Dripline

Limit of 30.0m
Wetland Setback

18.9m

6.9m

20.0m

0.3m

0.9m

Street 'A'

Block 3
Multiple Residential
64 Units
0.695ha

74.0m

126.500

Arkell Road

Block 1
Townhouse
6 Units
0.108ha

45.9m

26.4m

Limit of 10.0m
Dripline Setback

Block 6
Open Space
0.830ha

Existing Woodlot

Block 2
Townhouse
5 Units
0.109ha

34.1m

OFFICIAL PLAN AMENDMENT
Medium-Density Residential

Street 'A'

Centreline
Road Alignment

Summerfield Drive

R=10.0m

77.6m

20.0m

Limit of 30.0m
Wetland Setback

Limit of Dripline

Limit of Wetland

Limit of 10.0m
Dripline Setback

35.5m

Block 5
Stormwater Management
0.231ha

56.5m

42.2m

Block 4
Multiple Residential
12 Units
0.134ha

32.2m

Block 10
0.3m Reserve
0.001ha

N44°32'00"E

N45°11'45"E

91.2m

73.3m

42.4m

0.3m

5.2m

N45°05'00"W

211.600

Vacant

Existing Residential

Existing Residential

ORIGINAL SHEET - ARCH D

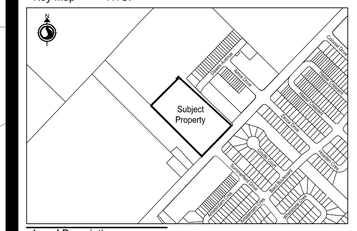
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Stantec Consulting Ltd.
100-300 Hagey Boulevard
Waterloo ON N2L 0A4
Tel: (519) 579-4410
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Key Map NTS.



Legal Description

Part of Lot 6, Concession 8,
Geographical Township of Puslinch,
City of Guelph

Information Required

Under Section 51(17) of the Planning Act, R.S.O 1990 c.P 13 as Amended

a) - As Shown
b) - As Shown
c) - As Shown
d) - As Listed Below
e) - As Shown
f) - As Shown
g) - As Shown
h) - Municipal Water
i) - Loam
j) - As Shown
k) - All Services as Rquired
l) - As Shown

Surveyor's Certificate

I hereby certify the boundaries of the subject lands and their relationship to the adjoining lands have been accurately and correctly shown.

Signed _____
O.L.S Name
Company Name

Date _____

Owner's Certificate

I hereby authorize Stantec Consulting Ltd. to submit this Draft Plan of Subdivision on my behalf.

Signed _____
Owner Name
Company Name

Date _____

Land Use Schedule

Lots/Blocks	Land Use	Area (ha)	Number of Units
Blocks 1-2	Townhouse	0.217	11
Blocks 3-4	Multiple Residential	0.829	76
Block 5	Stormwater Management	0.231	
Block 6	Open Space	0.830	
Block 7	Servicing Corridor	0.003	
Block 8	Road Widening	0.066	
Blocks 9-11	0.3m Reserve	0.004	
Roads		0.353	
Total		2.533	87

Applicant

Revision	By	Appd	YYYY.MM.DD
ISSUED FOR DRAFT PLAN APPROVAL, OPA AND ZBA	JW	RH	2026.08.10
ISSUED FOR CLIENT REVIEW	JJ	RH	2026.06.09
File Name: 161414736_R-DP_designation	JW Dwn.	JJ Dsgn.	RH Chkd.	2026.07.13 YYYY.MM.DD

Permit-Seal

APPROVED: _____ DATE: _____

Client/Project

8001189 CANADA INC.

ARKELL ROAD DEVELOPMENT
190-216 ARKELL ROAD

GUELPH, ON

Title

DRAFT PLAN OF SUBDIVISION
DESIGNATION SPLIT MAP

Project No. 161414736

Scale 1:400 (0, 4, 12, 20m)

Revision 1

Sheet 1 of 1

Drawing No. 4

Existing Residential

Dawes Avenue

Storm Water Management Pond

Block 11
0.3m Reserve
0.001ha

Block 7
Servicing Corridor
0.003ha

Existing Residential

Block 9
0.3m Reserve
0.002ha

Block 8
Road Widening
0.066ha

Arkell Road

ZONING BY-LAW AMENDMENT
RM.6-xxx

Block 3
Multiple Residential
64 Units
0.695ha

213.490
109.6m
0.3m
5.2m
N47°29'00"W
63.9m
N44°32'00"E
6.400
N45°05'28"W
3.048
111.158
126.500
74.6m
77.6m

Limit of 30.0m
Wetland Setback
18.9m
20.0m
6.9m

Limit of Wetland
Limit of
Dripline
Limit of 10.0m
Dripline Setback

Street 'A'

45.9m

Block 1
Townhouse
6 Units
0.108ha

RM.3-xxx

Block 6
Open Space
0.830ha

Existing Woodlot

Block 2
Townhouse
5 Units
0.109ha
34.1m

R=10.0m

Centreline
Road Alignment

Summerfield Drive

Street 'A'

20.0m

R=30.0m

Limit of 30.0m
Wetland Setback

Limit of Dripline
Limit of Wetland
Wetland
Dripline

Limit of 10.0m
Dripline Setback

35.5m

Block 5
Stormwater Management
0.231ha

56.5m

42.2m

Block 4
Multiple Residential
12 Units
0.134ha

ZONING BY-LAW
AMENDMENT
RM.6-xxx

Block 10
0.3m Reserve
0.001ha

31.3m

23.2m

N44°32'00"E

N45°11'45"E

91.2m
N45°05'00"W
73.3m
211.600
0.3m
5.2m

Vacant

Existing Residential

Existing Residential

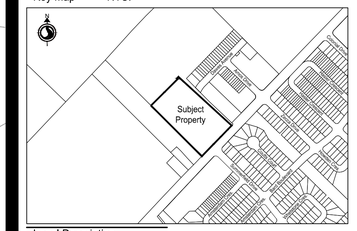
Stantec

Stantec Consulting Ltd.
100-300 Hagey Boulevard
Waterloo ON N2L 0A4
Tel: (519) 579-4410
www.stantec.com

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The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.
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Key Map NTS.



Legal Description

Part of Lot 6, Concession 8,
Geographical Township of Puslinch,
City of Guelph

Information Required

Under Section 51(17) of the Planning Act,
R.S.O 1990 c.P 13 as Amended

a) - As Shown
b) - As Shown
c) - As Shown
d) - As Listed Below
e) - As Shown
f) - As Shown
g) - As Shown
h) - Municipal Water
i) - Loam
j) - As Shown
k) - All Services as Rquired
l) - As Shown

Surveyor's Certificate

I hereby certify the boundaries of the subject lands and their relationship to the adjoining lands have been accurately and correctly shown.

Signed _____
O.L.S Name
Company Name

Date _____

Owner's Certificate

I hereby authorize Stantec Consulting Ltd. to submit this Draft Plan of Subdivision on my behalf.

Signed _____
Owner Name
Company Name

Date _____

Land Use Schedule

Lots/Blocks	Land Use	Area (ha)	Number of Units
Blocks 1-2	Townhouse	0.217	11
Blocks 3-4	Multiple Residential	0.829	76
Block 5	Stormwater Management	0.231	
Block 6	Open Space	0.830	
Block 7	Servicing Corridor	0.003	
Block 8	Road Widening	0.066	
Blocks 9-11	0.3m Reserve	0.004	
Roads		0.353	
Total		2.533	87

Applicant

Revision	By	Appd	YYYY.MM.DD
ISSUED FOR DRAFT PLAN APPROVAL, OPA AND ZBA	JW	RH	2026.08.10
ISSUED FOR CLIENT REVIEW	JJ	RH	2026.06.09
File Name: 161414736_R-DP_Zoning	JW Dwn.	JJ Dsgn.	RH Chkd.	2026.08.10 YYYY.MM.DD

Permit-Seal

APPROVED: _____ DATE: _____

Client/Project

8001189 CANADA INC.

ARKELL ROAD DEVELOPMENT
190-216 ARKELL ROAD

GUELPH, ON

Title

DRAFT PLAN OF SUBDIVISION
ZONING SPLIT MAP

Project No. 161414736

Scale 1:400 (0, 4, 12, 20m)

Revision 1

Sheet 1 of 1

Drawing No. 6

\\cd004-pfs01\work_group\161414\active\161414736\04_design\drawing\planning\model_files\figures\designation_sR_fig\161414736_R-DP_Zoning.dwg
10/2/2026 9:39:14 AM by Walker, Jacob (Guelph)

ORIGINAL SHEET - ARCH D

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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