

PLANNING REPORT

**1871 and 1879 Gordon Street
City of Guelph**

**Prepared on behalf of
Mar-Cot Developments**



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September 10, 2019

Project No. 1836



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1. Introduction

This report has been prepared on behalf of Mar-Cot Developments in support of a zoning amendment application for the properties municipally addressed as 1871 and 1879 Gordon Street and legally described as Part of Lot 11, Concession 7 (Geographic Township of Puslinch) City of Guelph. The total area of the property subject to this application is 0.329 hectares.

The proposed development for the subject property is an apartment building including 43 apartment units. Four residential floors are proposed above two levels of structured parking. One level of structured parking is entirely underground. One level of structured parking is more than 50% underground. The common amenity area building floor area located on the rooftop is considered to be another storey. While the building is technically a 5 storey building in accordance with the zoning definitions, a maximum 6 storey building height has been applied for to ensure that the proposed building will remain in compliance with the zoning should the final grading plan result in the first floor being greater than 50% above the finished grade. A total of 59 parking spaces are proposed in accordance with the zoning, including 12 visitor parking spaces and 3 accessible parking spaces. The Common Amenity Area provided on the rooftop is proposed to have a total area of 915 m². There are two existing homes located on the property which are proposed to be demolished. The demolition of these two dwellings will create Development Charge credits for this proposed development.

The property is currently zoned R.1B and is proposed to be rezoned to a Specialized High Density Apartment R.4B-____ Zone. A pre-consultation meeting was held with the City on December 12, 2018. This Planning Report was requested by the City as a requirement for a complete application.

2. Description of the Proposal

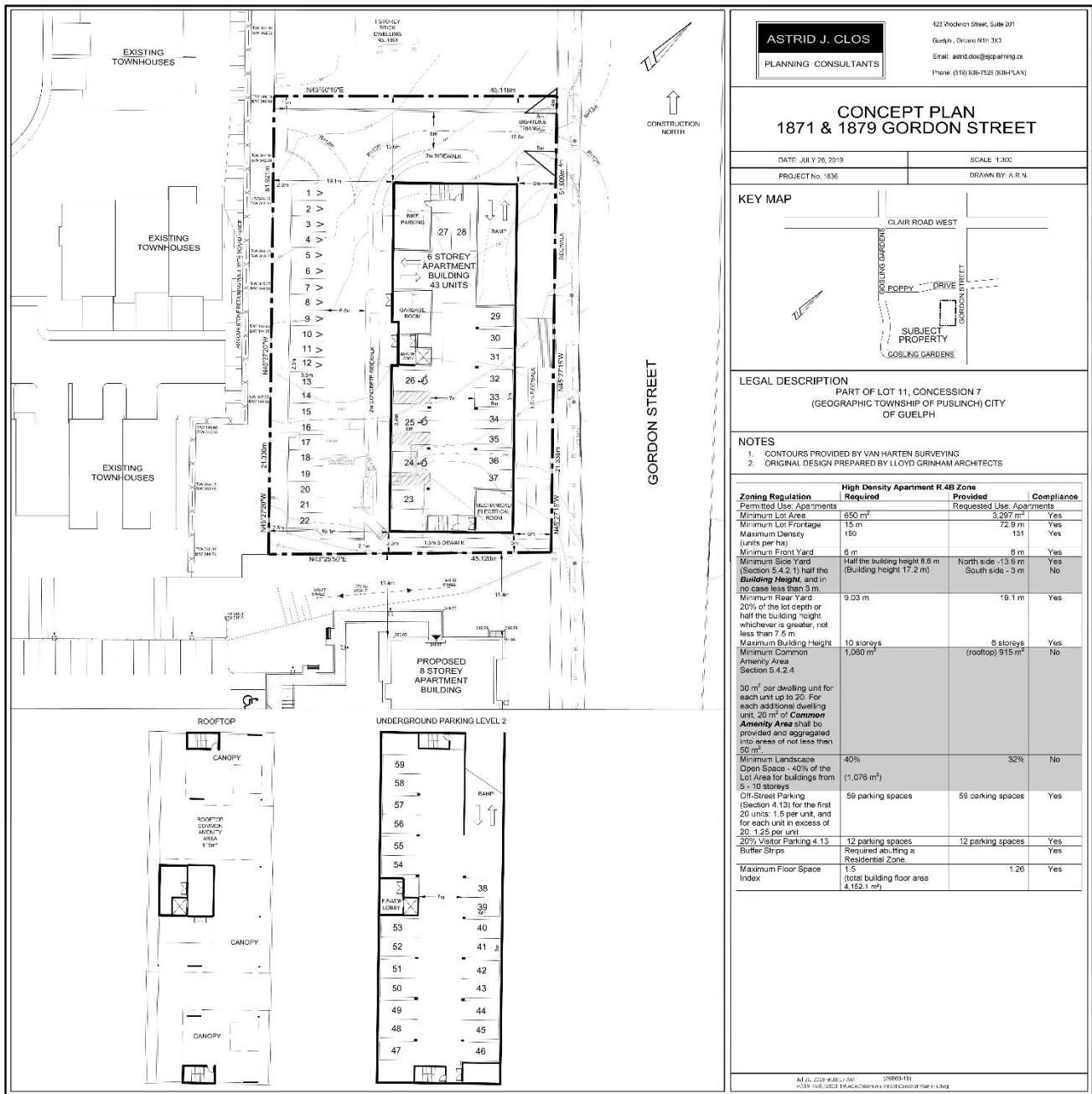
Mar-Cot Developments is the owner of the properties municipally addressed as 1871 and 1879 Gordon Street which have a total area of 0.329 hectares.

The proposed development for the subject property is an apartment building including 43 apartment units. Four residential floors are proposed above two levels of structured parking. One level of parking is entirely underground. The second level of parking is more than 50% underground but is being counted as an additional storey to allow for the possibility that the final grading may change. The rooftop GFA consists of more than a stairway and elevator penthouse and is therefore being counted as an additional storey. A total of 59 parking spaces are proposed including 12 visitor parking spaces and 3 accessible parking spaces. The Common Amenity Area provided on the rooftop is proposed to have a total area of 915 m².

The specialized R.4B zoning regulations being requested include the following;

- That a Minimum Side Yard of 3 m be permitted on the south side of the building where the zoning requires a Minimum Side Yard of 8.6 m.
- That a Minimum Common Amenity Area of 915 m² be permitted where the zoning requires a Minimum Common Amenity Area of 1,060 m².
- That a Minimum Landscaped Open Space area of 32% be permitted where the zoning requires a Minimum Landscaped Open Space area of 40%.

Figure 1 – Proposed Concept Plan (July 26, 2019)



Minimum Side Yard

The Minimum Side Yard required in the R.4B Zone is based on half the building height and in no case less than 3 m. The building height is calculated based on the average height of the building above the finished grade. In the R4.B Zone a Maximum Building Height of 10 storeys is permitted. In this case the building consists of two parking levels (one parking level more than 50% underground and one parking level fully underground) and four residential storeys plus habitable enclosed space on the roof which would make this building a total of 5 storeys in accordance with the zoning definitions. For the purposes of this zone change application we are considering the building to be 6 storeys in case there is a change in the final grading. There is a significant grade change through this property. The high point of the property at the south end is at an elevation of 351 m and the site falls to a low point of 345 m at the north end. This is a difference of approximately 6 m across the property. The building has been designed to work with the grade

changes on the property with the access to the parking being at the low end of the site. At the north end of the site one parking level is exposed above the finished grade. At the south end of the site where the specialized zoning regulation has been requested, the parking levels are under the ground and not visible. At the south end of the site the four residential levels plus the rooftop GFA are above the finished grade. The average height of the building above the finished grade is 17.2 m. Half of this building height or 8.6 m is the required Minimum Side Yard. The zoning also includes a regulation that the Minimum Side Yard shall in no case be less than 3 m which is met by the proposed building.

The Side Yard provided to the north is 13.6 m which exceeds the 8.6 m Side yard required by the zoning. The reason that this side yard exceeds the minimum setback required by the zoning is that there is a retaining wall located along the north property line which requires an increased setback. In addition, the City's Waste Management Design Guidelines require a 12 m centre line radius for the driveway and turnaround for a municipal garbage truck which requires an increased building setback from the north property line.

The 3 m Minimum Side Yard requested on the north side of the building provides the minimum required by the R4.B Zone. Abutting the subject site is a property zoned for an 8 storey apartment building which will have a setback of 13.4 m from the property line. In total these buildings will be 16.4 m apart. Placing the building on the site further from the north property line where more of the building height is visible and closer to the south property line where less of the building will be visible above the finished grade will allow the site to be designed to incorporate the required retaining wall and be designed to meet the technical design requirements to be able to provide municipal garbage pick-up to the property. There will be adequate separation between the proposed building and the abutting 8 storey building to the south.

Minimum Common Amenity Area

For 43 units the amount of Minimum Common Amenity Area required is 1,060 m². A total of 915 m² is proposed to be provided on the rooftop of the building. This Common Amenity Area will be designed and programmed for the use and enjoyment of the building's residents. The rooftop Common Amenity Area will have both stair and elevator access and washrooms will be provided.

The City has approved a number of specialized zoning regulations for other apartment sites related to the Minimum Common Amenity Area requirement as summarized in Figure 2 below.

Figure 2 – Specialized Common Amenity Area Apartment Regulations

Zone	Property Address	Specialized Common Amenity Area Regulation
R.4A-5	166 College Ave. W.	Despite Section 5.4.2.4.1, a minimum of 13 m² of Common Amenity Area per Dwelling Unit shall be provided.
R.4A-8	92 Speedvale Ave. W.	Minimum Common Amenity Area 340 m ² .
R.4A-13	135 Oxford St.	Minimum Common Amenity Area 11.2 m² per unit.
R.4A-18	16 Marilyn Dr.	Minimum Common Amenity Area shall not apply .
R.4A-29	400 Edinburgh Road South	14.4 m² per unit
	430 Edinburgh Road South	20.2 m² per unit
	460 Edinburgh Road South	14.3 m² per unit
	480 Edinburgh Road South	16.8 m² per unit
R.4B-5	83, 85 and 87 Neeve St., 60 Wyndham St. S.	Minimum Common Amenity Area - None required .
R.4B-6	70 Silvercreek Pkwy. N.	27.9 m ² per Dwelling Unit for each unit up to 20. For each additional Dwelling Unit 18.6 m² of Common Amenity Area shall be provided.
R.4B-7	25 Wellington St. W.	14 m² of Common Amenity Area for each unit up to 20 and 9.25 m² for each additional unit.
R.4B-12	1440-1448 Gordon Street	Minimum Common Amenity Area - 900 square m

Minimum Landscape Open Space

For a building of 1 to 4 storeys in the R4.B Zone, a Minimum Landscape Open Space area of 20% is required. However, as soon as the building is greater than 5 storeys the zoning requires double the Minimum Landscape Open Space area of 40%. The proposal provides 32% of the site as landscaped area. The building will include 2 levels of underground parking and is less than the maximum density of 150 units per hectare and is still not able to meet the Minimum Landscape Open Space area of 40%. Therefore, there appears to be a disconnect between the various regulations within the R.4B Zone.

Figure 3 – Zoning Compliance

High Density Apartment R.4B Zone			
Zoning Regulation	Required	Provided	Compliance
Permitted Use: Apartments	Requested Use: Apartments		
Minimum Lot Area	650 m ²	3,297 m ²	Yes
Minimum Lot Frontage	15 m	72.9 m	Yes
Maximum Density (units per ha)	150	131	Yes
Minimum Front Yard	6 m	6 m	Yes
Minimum Side Yard (Section 5.4.2.1) half the Building Height , and in no case less than 3 m.	Half the building height 8.6 m (Building height 17.2 m)	North side -13.6 m South side - 3 m	Yes No
Minimum Rear Yard 20% of the lot depth or half the building height whichever is greater, not less than 7.5 m	9.03 m	19.1 m	Yes
Maximum Building Height	10 storeys	5 storeys	Yes
Minimum Common Amenity Area Section 5.4.2.4 30 m ² per dwelling unit for each unit up to 20. For each additional dwelling unit, 20 m ² of Common Amenity Area shall be provided and aggregated into areas of not less than 50 m ² .	1,060 m ²	(rooftop) 915 m ²	No
Minimum Landscape Open Space - 40% of the Lot Area for buildings from 5 - 10 storeys	40% (1,076 m ²)	32%	No
Off-Street Parking (Section 4.13) for the first 20 units: 1.5 per unit, and for each unit in excess of 20: 1.25 per unit	59 parking spaces	59 parking spaces	Yes
20% Visitor Parking 4.13	12 parking spaces	12 parking spaces	Yes
Buffer Strips	Required abutting a Residential Zone.		Yes
Maximum Floor Space Index	1.5 (total building floor area 4,152.1 m ²)	1.26	Yes

3. Existing Conditions and Surrounding Land Uses

The Stormwater Management and Functional Servicing Report prepared by GM BluePlan dated July 25, 2019 states that;

"The 1871 and 1879 Gordon Street properties currently contain detached single family dwellings, garages and asphalt driveways. The overall site topography slopes from the southeast to northwest with a 4% average grade along the east property line and a 7% average grade along the west property line. Existing runoff sheet flows uncontrolled to the adjacent northerly and westerly properties."

Figure 4 - Surrounding Land Use



The existing surrounding land uses include;

- North - Commercial, existing single detached dwelling fronting onto Gordon Street.
- East - Cluster townhouses with access to Poppy Drive and Gosling Gardens.
- South - Zoned site for an 8 storey apartment building now under construction.
- West - Gordon Street, Pergola Commons commercial development and zoned apartment site for a maximum of 175 units per hectare and a maximum building height of 14 stories now under construction.

Figure 5 - 1888 Gordon Street



Figure 6 – Bird Landing Apartment



Figure 7 – 1879 Gordon Street



Figure 8 – 1871 Gordon Street



Figure 9 – Bird Landing Cluster Townhouses



4. Planning Framework

4.1 Provincial Policy Statement 2014

The Provincial Policy Statement 2014 (PPS) is issued under the authority of Section 3 of the Planning Act and was in effect as of April 30, 2014. In respect of the exercise of any authority that affects a planning matter, section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The Provincial Policy Statement is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. When more than one policy

is relevant, a decision-maker should consider all of the relevant policies to understand how they work together. The language of each policy, including the Implementation and Interpretation policies, will assist decision-makers in understanding how the policies are to be implemented.

Provincial plans are to be read in conjunction with the Provincial Policy Statement. They take precedence over the policies of the Provincial Policy Statement to the extent of any conflict, except where the relevant legislation provides otherwise.

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. (**bolding** added for emphasis)

“1.1.3 *Settlement Areas*

1.1.3.1 ***Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.***

1.1.3.2 *Land use patterns within settlement areas shall be based on:*

a. *densities and a mix of land uses which:*

1. ***efficiently use land and resources;***
2. ***are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;”***

1.4.1 ***To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area,***

1.6.3 a) ***The use of existing infrastructure and public service facilities should be optimized;***

1.6.6.2 ***Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.***

The site will be serviced with municipal sewage and water services consistent with the Provincial Policy Statement. The proposal will assist the City in providing an appropriate range and mix of housing types and densities. The proposed development will efficiently use infrastructure and public service facilities such as municipal services and public transit. The proposal for the subject property is consistent with the Provincial Policy Statement 2014.

4.2 A Place to Grow (2019)

A Place to Grow May 2019 was approved by the Lieutenant Governor in Council, Order in Council No 641/2019. “*The Growth Plan for the Greater Golden Horseshoe 2019 was prepared and approved under the Places to Grow Act, 2005 to take effect on May 16, 2019. This Plan applies to the area designated by Ontario Regulation 416/05 as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. As provided for in the Places to Grow Act, 2005, this Plan prevails where there is a conflict between this Plan and the PPS. The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails.*”

Excerpts from the Growth Plan are included in this report. **Bolding** has been added for emphasis.

“2 Where and How to Grow

2.1 Context

*Building more compact **greenfield** communities reduces the rate at which land is consumed. Communities in larger urban centres need to grow at transit supportive densities, with walkable street configurations. Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow. They are necessary to ensure the viability of transit; connect people to homes, jobs and other aspects of daily living for people of all ages; and meet climate change mitigation and adaptation objectives. Moreover, an increased modal share for active transportation and transit, including convenient, multimodal options for intra- and inter-municipal travel, supports reduced air pollution and improved public health outcomes.*

It is important to optimize the use of the existing urban land supply as well as the existing building and housing stock to avoid over-designating land for future urban development while also providing flexibility for local decision-makers to respond to housing need and market demand. This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”

“2.2.7 Designated Greenfield Areas

1. *New development taking place in **designated greenfield areas** will be planned, designated, zoned and designed in a manner that:*
 - a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and*
 - c) *encourages the integration and sustained viability of transit services.*
2. *The minimum density target applicable to the **designated greenfield area** of each upper-and single-tier municipality is as follows:*
 - a) *The Cities of Barrie, Brantford, **Guelph**, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;”*

The proposal for the subject property will assist the City in meeting the A Place to Grow 2019 provisions by building a more compact greenfield community to reduce the rate at which land is consumed. The proposal is at a transit supportive density with a walkable street configuration. The proposal is in a location that will ensure the viability of transit; connect people to homes, jobs

and other aspects of daily living for people of all ages; and meet climate change mitigation and adaptation objectives. The proposal is consistent with the Growth Plan's intensification first approach to development and city-building that focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.

4.3 City of Guelph Official Plan (March 2018 Consolidation)

The City of Guelph Official Plan (March 2018 Consolidation) includes the subject property within the Greenfield Area as shown on Schedule 1 – Growth Plan Elements. (Figure 10)

"3 Planning a Complete and Healthy Community

Objectives

The City aims to build a compact, vibrant, and complete community for current and future generations that meets the following objectives:

- c) *To plan the greenfield area to provide for a diverse mix of land uses at transit-supportive densities"*

"3.3 Settlement Area Boundary

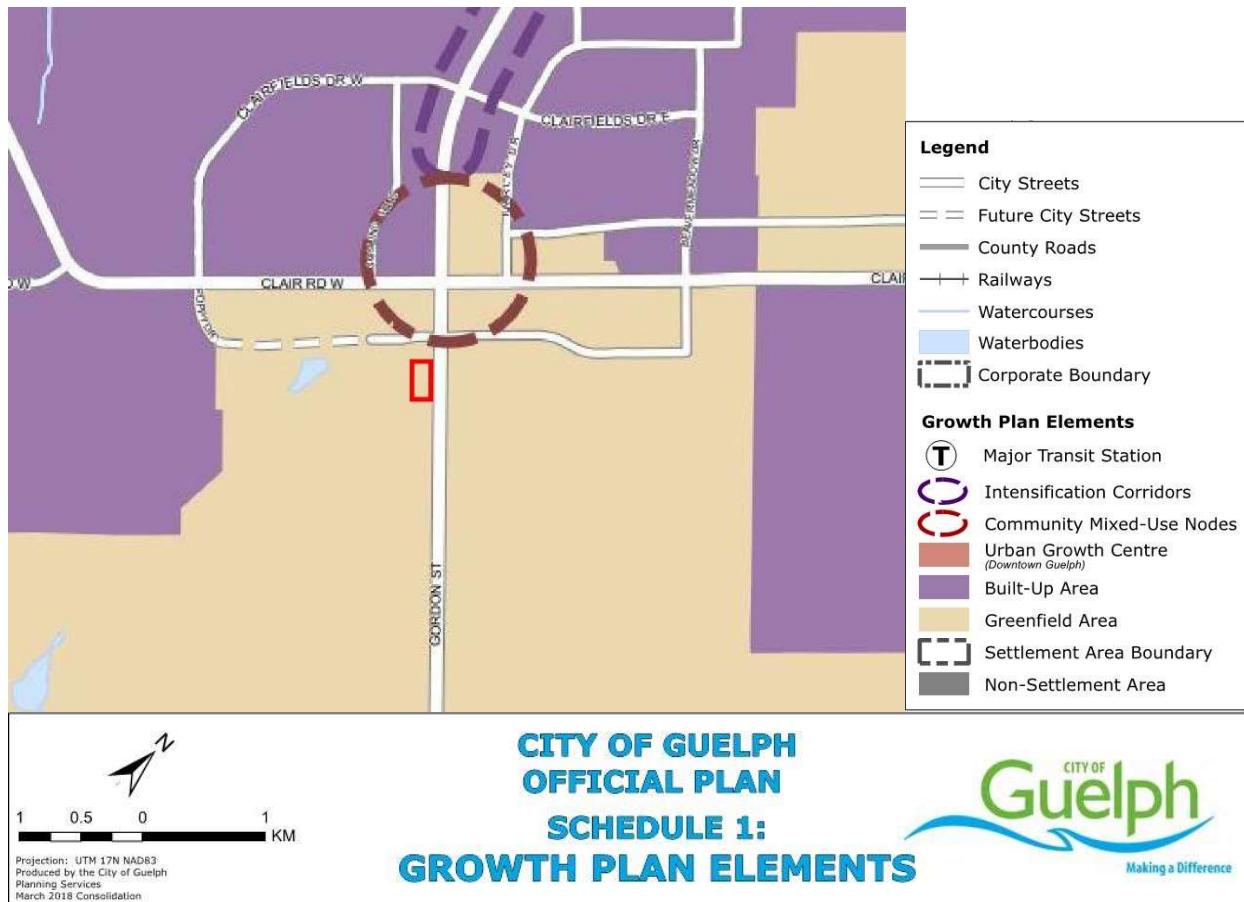
- iv. *The City's future development to the year 2031 will be accommodated with the City's settlement area boundary identified on Schedule 1 of this Plan.*
- iv. *The City will meet the forecasted growth within the settlement area through:*
 - iv) *promoting compact urban form;*
 - iii) *planning for a minimum density of 50 residents and jobs per hectare in the greenfield area.*

"3.12 Greenfield Area

- iv. *The greenfield area is identified on Schedule 1 of this Plan. The greenfield area will be planned and designed in a manner which will contribute to the City's overall vision of a diverse and complete community. Development within the greenfield area must be compact and occur at densities that support walkable communities, cycling and transit and promote live/work opportunities.*
- iv. *The greenfield area will be planned and designed to:*
 - iv) *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 of the Growth Plan over the entire designated greenfield area to be developed;*
 - ii) *ensure that new development is designed to promote energy conservation, alternative and/or renewable energy systems and water conservation;*
 - iii) *create street configurations, densities and an urban form that supports walking, cycling and the early integration and sustained viability of transit services;*
 - iv) *provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;*

- v) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling;
- vi) promote, where appropriate through secondary planning, the development of identifiable, pedestrian oriented neighbourhood scale 'urban villages' through the use of medium and high density, street related built form that contains a mix of commercial, residential and employment uses, as well as supporting live/work opportunities. These centres will be designed around active public spaces and streets and pedestrian access that is well-linked to the surrounding neighbourhood through walking, cycling and public transit; and
- vii) develop and implement policies, including phasing policies and other strategies to achieve the intensification and density targets of this Plan."

Figure 10 – Guelph Official Plan – Growth Plan Elements



The subject property is outlined in red in the excerpt from the Official Plan – Growth Plan Elements. (Figure 10) The property is located within the Greenfield Area. In accordance with the Official Plan the proposed development has been planned to be compact and at a density that supports walkable communities, cycling and transit. The proximity of the site to the commercial mixed-use node is supportive of its function.

The City of Guelph Official Plan (March 2018 Consolidation) designates that subject property as "High Density Residential" as shown on Schedule 2 - Land Use Plan. (Figure 11)

“9.3 Residential Designations

The following objectives and policies apply to the Residential designations identified on Schedule 2:

- **Low Density Residential**
- **Low Density Greenfield Residential**
- **Medium Density Residential**
- **High Density Residential.**

Objectives

- 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.*
- 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.*
- 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 socioeconomic 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.”*

“9.3.5 High Density Residential

The predominant use of land within the High Density Residential Designation shall be high density multiple unit residential building forms.

Permitted Uses

1. *The following uses may be permitted subject to the applicable provisions of this Plan:*
 - i) *multiple unit residential buildings generally in the form of apartments. Height and Density*
2. *The minimum height is three (3) storeys and the maximum height is ten (10) storeys*
3. *The maximum net density is 150 units per hectare and not less than a minimum net density of 100 units per hectare.”*

The subject property is outlined in red in the excerpt from the Official Plan Land Use Schedule 2 which designates the property as High Density Residential. (Figure 11) The density of the proposal is 131 units per hectare which is within the permitted range of 100 to 150 units per hectare. The proposed building height is 6 storeys which is within the permitted range of building heights between 3 and 10 storeys permitted. The site is located with maximum 14 storey apartment buildings located to the east, an 8 storey apartment building to the south and commercial development including a grocery store to the north. The site has frontage on Gordon Street, a major arterial road, transit corridor and active transportation link within the City. The Official Plan requires new development to be compatible with the surrounding land uses and the general character of the neighbourhood. There are townhouses located to the west of the property. The proposed apartment building massing has been located as close to Gordon Street as is permitted by the zoning. The Urban Design Brief prepared by Lloyd Grinham Architects includes a shadow analysis. The building will act as a partial barrier for traffic noise from Gordon Street. The distance between the proposed building and the closest townhouse is 26 m. A landscape buffer will be provided along the interface with the townhouses. Traffic from the proposed apartment will have direct access to Gordon Street and not impact any local residential streets. The proposal is compatible with the surrounding land uses and the general character of the neighbourhood.

Figure 11 – Guelph Official Plan - Land Use Plan (March 2018 Consolidation)

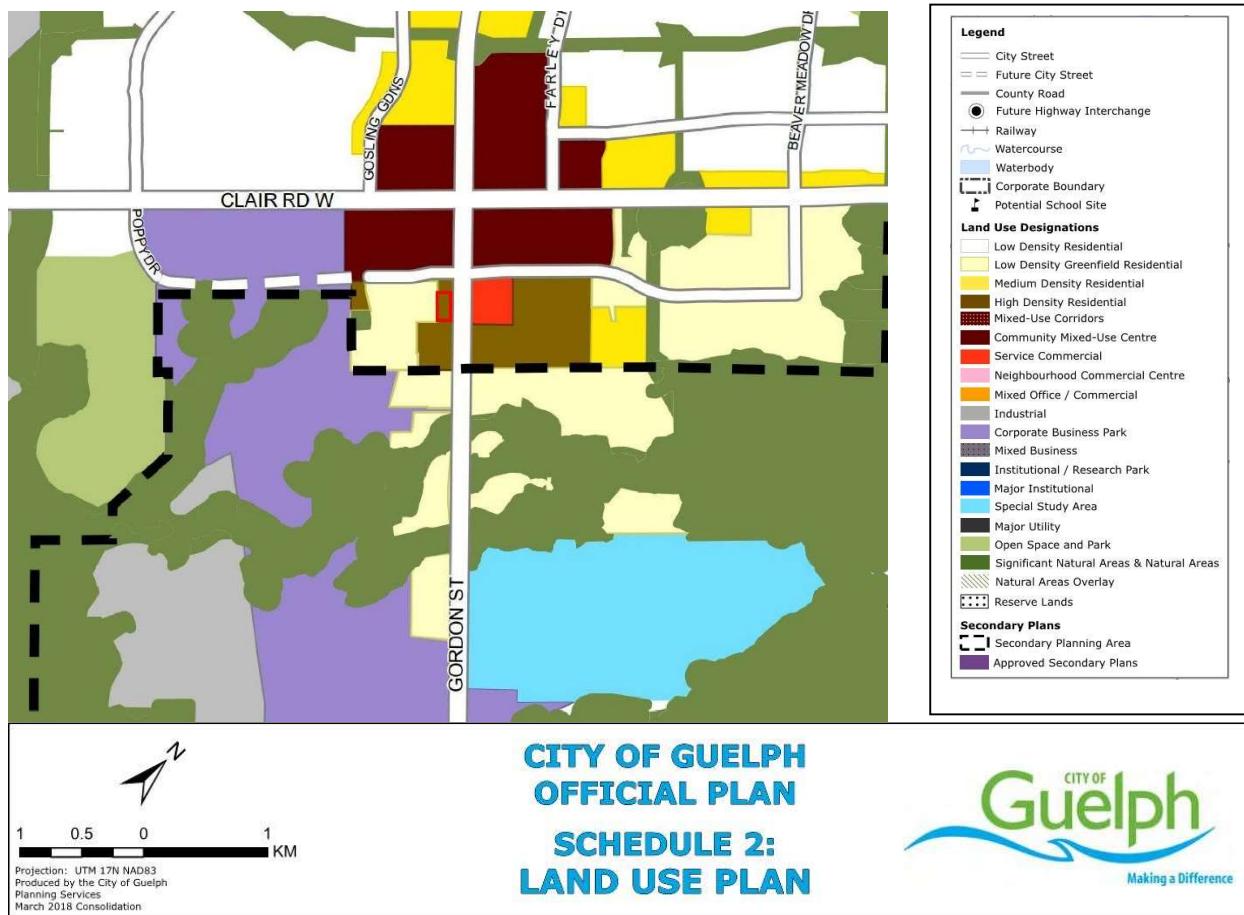


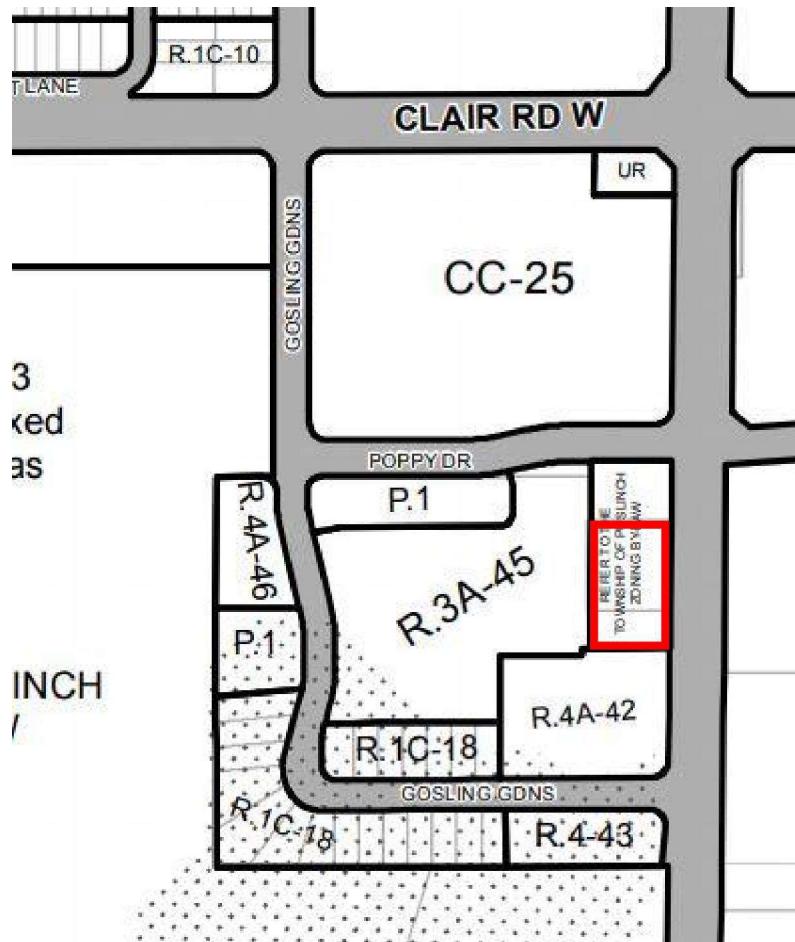
Figure 12 - Official Plan Criteria for Multi-Unit Residential Buildings and Intensification Proposals

9.3.1.1 Development Criteria for Multi-Unit Residential Buildings and Intensification Proposals	
The following criteria will be used to assess development proposals for multi-unit residential development within all residential designations and for intensification proposals within existing residential neighbourhoods. These criteria are to be applied in conjunction with the applicable Urban Design policies of this Plan.	
Official Plan Policy	Analysis
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 6 storey building form has a scale, height, setbacks, appearance and siting compatible in design, character and orientation with buildings in the immediate vicinity of the site. The abutting land uses include maximum 14 storey apartment buildings located to the east, an 8 storey apartment building to the south and commercial development including a grocery store to the north, a storey single detached dwelling and cluster townhouses to the west.
3. The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.	The residential development can be adequately served by shopping facilities, schools, trails, parks, recreation facilities and public transit. The Clair and Gordon Mixed-Use Node provides shopping facilities in proximity to the site. There are elementary and secondary schools located in proximity to the site. The site is well served by public transit. The property is located in proximity to the Larry Pearson Community Park.
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 property is proposed to have direct access to Gordon Street. The Traffic Impact Study prepared by Paradigm Transportation Solutions determined that the proposed development generates 15 and 20 trips during each peak hour and has no impact on the study area intersections. The proposed all-moves development access on Gordon Street is in conformance with the City geometric standards and traffic operational requirements, is consistent with the projections and recommendations of the Clair-Maltby Secondary Plan and can be accommodated within the road geometry and lane configurations on Gordon Street between Poppy Dive and Gosling Gardens. The sight distance requirements are satisfied for all turning movements.
5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated.	Vehicular access to the site from Gordon Street can be adequately provided. The proposed parking on-site meets the parking required by the City's zoning. A car share parking space will be provided and accessible parking will be provided in accordance with the City's accessible parking requirements.
6. That adequate municipal infrastructure, services and amenity areas for residents can be provided.	The Functional Servicing Report prepared by GM Blue Plan notes that the sanitary service is proposed to be extended along Gordon Street to service the subject property. The site is to be serviced by a 150mm diameter watermain connected to the existing 400mm diameter watermain on Gordon Street. The proposed watermain will enter the mechanical room of the building where it will connect to a water meter prior to connecting to the water systems of the development. A common amenity area for residents is to be provided on the rooftop of the building.
7. Surface parking and driveways shall be minimized.	Surface parking has been minimized by providing two levels of underground parking. The driveways on the site have been reduced from the existing 3 driveways to the one driveway proposed.
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 reinforces the publicly accessible street grid network and provides pedestrian connectivity to municipal sidewalks.
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 Preliminary Grading Plan prepared by GM Blue Plan has been designed to match the existing grade at the property lines. The Urban Design Brief prepared by Lloyd Grinham Architects includes a shadow study.

4.4 Zoning By-law

The current zoning of the property does not permit the proposed apartment building. A zone change application has therefore been submitted to change the zoning to a Specialized High Density Apartment R.4B-__ Zone. An excerpt from the Zoning Map is included below.

Figure 13 – Existing Zoning



The specialized zoning regulations applied for are outlined in section 2 of this report.

5 Summary of Supporting Reports

5.1 Stormwater Management and Functional Servicing Report

The Stormwater Management and Functional Servicing Report prepared by GM BluePlan dated July 25, 2019 concludes that:

- *"The post-development stormwater release rates from the site to adjacent properties and the Gordon Street right-of-way during the 100, 25, 5 and 2 year design storm events are lower than the pre-development release rate.*
- *Quality control for the stormwater collected from the paved surfaces will be provided by routing overland flows through an oil/grit separator and will achieve 80% Total Suspended Solids removal prior to discharge into the infiltration gallery.*

- *The post-development annual volume of recharge of the on-site infiltration gallery will be greater than the pre-development recharge.*
- *It is proposed to extend the sanitary service along Gordon Street to service the subject property.*
- *The site is to be serviced by a 150mm diameter watermain connected to the existing 400mm diameter watermain on Gordon Street. The proposed watermain will enter the mechanical room of the building where it will connect to a water meter prior to connecting to the water systems of the development.”*

5.2 Geotechnical Investigation

The Geotechnical Investigation prepared by V.A. Wood (Guelph) Incorporated dated June 5, 2019 is summarized as follows:

- *“A total of 7 boreholes, 3 with monitoring wells were advanced on the site.*
- *Monitoring wells 1 and 3 encountered free water surface at 15m and 6.1m below grade. Monitoring well 2 was dry. These results were from April 2, 2019.*
- *The boreholes encountered a surficial deposit of topsoil and/or pavement underlain by loose to dense fill on a deposit of compact to very dense gravel and sand on a very loose sand and silt till.”*

5.3 Noise Study

The Noise Feasibility Study prepared by HGC Engineering dated July 26, 2019 recommends that;

- *“The proposed building should be equipped with central air conditioning systems that will allow the windows to remain closed. The location, installation and sound ratings of the air conditioning devices should comply with NPC-300, as applicable.*
- *Upgraded glazing constructions are required for the North, East and South facades of the building with exposure to Gordon Street.*
- *Warning clauses should be included in the property and tenancy agreements and offers of purchase and sale to inform future owners/occupants of the noise issues and the presence of Gordon Street.*
- *Rooftop air equipment should be selected to have a sound power level rating of 90 dBA or less.*
- *Tarion’s Builder Bulletin B19R requires that the suites be insulated from noise intrusions from other units, amenity areas, and mechanical and electrical services of the building.”*

5.4 Phase 1 Environmental Site Assessment

The Phase 1 Environmental Site Assessment prepared by GM BluePlan dated June 2019 summary and recommendations include;

- *“The site, previously part of agricultural/vacant lands, was developed in circa 1960 and was under residential use since development.*
- *No records or evidence were found in searched records to indicate the historical presence of fuel storage tanks on-site or at properties in the immediate vicinity of the site.*
- *Based on the age of the on-site building Asbestos Containing Materials and leaded paint may be potentially present in the building materials.*
- *Two samples, a topsoil sample and sample of native sand and gravel, were reported to be elevated in mercury and lead above applicable standard. Based on the isolated nature*

of these exceedances and naturally occurring materials (specifically in granular soils) the potential for environmental risk or impact to the subject property is considered to be low. Should excess soils from the site require off-site disposal as part of future development, disposal options will need to be considered based on the receiving site's requirements.

- *It is recommended that as part of future land development, unused monitoring and water supply wells be decommissioned in accordance with Ontario Regulation 903 and that on-site sewage disposal system be decommissioned by a licensed contractor.*
- *No actual sources of environmental concern or impacts to the site were identified due to current or historic operations or off-site impacts. Based on the findings of the Phase One ESA, potential for environmental impacts or risks to the subject property from on-site and off-site sources is considered to be low. No further investigation is recommended at this time.”*

5.5 Hydrogeological Study

The Hydrogeological Study prepared by GM BluePlan dated July 2019 concludes and recommends that;

- *“Monitoring wells 1 and 3 encountered free water surface at 15m and 6.1m below grade.*
- *The highest recorded groundwater level to-date was 341.7 metres above sea level (at Monitoring well-3 located near Gordon Street).*
- *Groundwater quality is typical of the Guelph area and show minor elevated chloride and sodium levels such as from road salting.*
- *Based on the groundwater levels recorded to date and the preliminary grading plan and building elevations, it is expected that construction will not require dewatering except for potential rainwater.*
- *There will be more than 2 m of separation between the basement and the maximum groundwater level recorded to date.*
- *Groundwater monitoring should continue at the site until April 2020.*
- *Construction dewatering requirements and basement elevations shall be re-evaluated following the completion of the 1 year of monitoring.”*

5.6 Archaeological Study

AMICK Consultants Limited completed the Stage 1-2 Archaeological Property Assessment for the subject property dated July 29, 2019. A summary of the conclusion of this report follows;

“AMICK Consultants Limited was engaged by the proponent to undertake a Stage 1-2 Archaeological Assessment of lands potentially affected by the proposed undertaking and was granted permission to carry out archaeological fieldwork. The entirety of the study area was subject to property inspection and photographic documentation concurrently with the Stage 2 Property Assessment by high intensity test pit methodology at a five-metre interval between individual test pits, on 30 April 2019. All records, documentation, field notes, photographs and artifacts (as applicable) related to the conduct and findings of these investigations are held at the Lakelands District corporate offices of AMICK Consultants Limited until such time that they can be transferred to an agency or institution approved by the Ontario Ministry of Tourism, Culture and Sport (MTCS) on behalf of the government and citizens of Ontario.

As a result of the Stage 2 Property Assessment of the study area, no archaeological resources were encountered. Consequently, the following recommendations are made:

1. *No further archaeological assessment of the study area is warranted;*

2. *The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed;*
3. *The proposed undertaking is clear of any archaeological concern.”*

On August 9, 2019 Ministry of Tourism, Culture and Sport entered this report into the Ontario Public Register of Archaeological Reports.

5.7 Urban Design Brief

Grinham Architects prepared the Urban Design Brief for the subject property dated July 31, 2019. This Urban Design Brief concludes that the proposal located at 1871 and 1879 Gordon Street:

- *“Is in conformity with the Official Plan;*
- *Is in conformity with the guidelines established in the Urban Design Manual;*
- *Implements excellence in site design by using a built form, color palette and materials that are visually distinctive to create a sense of place and identity;*
- *Is ideally located with convenient access to local shopping districts, institutional uses and public amenities;*
- *Will become a significant architectural piece in the area for a mid-rise development;*
- *Is sensitive to the context and an appropriate fit in this location within the area’s existing pattern of built form;*
- *Contributes to the quality of the streetscape and the pattern of development along the streetscape;*
- *Reinforces the neighborhood character by providing new housing options to suit the different lifestyles and social needs of local residents and visitors of the nearby commercial district;*
- *Supports and balance all forms of transportation, including transit and biking;*
- *Is universally accessible and achieves AODA performance criteria in this regard;*
- *Promotes individual safety and security on-site;*
- *Is compatible with the design, character and orientation of buildings in the immediate vicinity;*
- *Provides an appropriate transition in built form and massing from the adjacent low-rise residential houses, and does not overshadow these local residences in a way that would impact the occupants.*
- *Applies energy conservation measures in the design and will apply energy efficient construction considerations through construction;”*

5.8 Traffic Impact Study

Paradigm Transportation prepared the Traffic Impact Study dated August 2019 which included the following conclusions and recommendations;

- *“Existing Operations: All study area intersections are operating at accepted levels of service, except for specific movements at the intersection of Gordon street and Clair Road.*
- *Development Impacts: The proposed development generates 15 and 20 trips during each peak hour and has no impact on the study area intersections.*
- *Development Access: The proposed all-moves development access on Gordon Street is in conformance with the City geometric standards and traffic operational requirements, is consistent with the projections and recommendations of the Clair-Maltby Secondary Plan and can be accommodated within the road geometry and lane configurations on Gordon Street between Poppy Dive and Gosling Gardens. The sight distance requirements are satisfied for all turning movements.*

- *The provision of a Right-in-Right-out access to the subject development to Gordon Street is not feasible, because a centre median on Gordon Street cannot be constructed as required by City standards given the back-to-back left-turn lanes at Poppy Drive and at Gosling Gardens.*
- *The subject property currently has single family residences with three all moves driveways on Gordon Street. The proposed development will replace three driveways with a single consolidated access.*
- *Access through adjacent lands to Gordon Street is not achievable as the approved redevelopment of the lands to the west and south of the subject property did not include any provision for such an access. It is also not possible to achieve an access through lands to the north which are not being redeveloped and is under separate private ownership.*
- *That the proposed development with a single all-moves access on Gordon Street be approved.*
- *That the recommended Transportation Demand Management measures be implemented as part of the proposed development.”*

5.9 Tree Preservation Plan

A Tree preservation plan has been prepared by Aboud and Associates. This Tree Preservation plan is summarized in Figure 14.

Figure 14 - Summary of Regulated Trees

Tree Summary Chart		
Inventory of Regulated Trees (minimum 10 cm diameter measured at 1.4 m above grade)		
1	Total Number of Trees Included in the Tree Inventory surveyed (including on-site trees, off-site trees, boundary trees and municipal trees)	34
2	On-site Trees surveyed	25
3	Boundary (shared) Trees surveyed	0
4	Private off-site Trees surveyed	9
5	Municipal off-site Trees surveyed	0
Tree By-law (2010) – 19058 Analysis		
6	Total Number of Trees to be removed	31
7	On-site Trees to be removed	31
8	Boundary (shared) Trees to be removed	0
9	Off-site Trees to be removed	0
10	Municipal Trees to be removed	0
Compensation		
11	Total trees being retained.	3
12	Trees being removed which are exempt from compensation requirements of the City of Guelph Tree By-law (2010) – 19058 ie. A tree having no living tissue, having 70% or more of its crown dead, or being infected by a lethal pathogen, fungus or insect (including the Emerald Ash Borer or the Asian Longhorned Beetle) and a tree which is Hazardous and fruit trees, and a specimen of invasive exotic tree as listed in the by-law, most notably Rhamnus cathartica (Common Buckthorn)	12
13	Total trees being removed requiring compensation	19
14	Tree compensation required based on 3:1 replacement ratio for 19 trees being removed	57

6. Conclusion

This Planning Report has been prepared in support of a Zoning Amendment application for the property municipally addressed as 1871 and 1879 Gordon Street, City Guelph. The proposal is consistent with the Provincial Policy Statement and in conformity with the Growth Plan, is in conformity with the Official Plan and in my professional opinion represents good planning.

This Planning Report has been prepared and respectfully submitted by,

[Original Signed and Stamped]

September 10, 2019

Astrid Clos, MCIP, RPP

Date