

237 JANEFIELD AVENUE, GUELPH | COMMENTS & RESPONSE MATRIX

CITY FILE NO. PRE26-004S

COMMENTS RECEIVED FROM THE FOLLOWING DEPARTMENTS/ AGENCIES:

NO. MUNICIPALITY DEPARTMENTS AND EXTERNAL AGENCIES		NO. MUNICIPALITY DEPARTMENTS AND EXTERNAL AGENCIES	
1.0	Development Planning, City of Guelph	15.0	Building Services, City of Guelph
2.0	Policy Planning, City of Guelph	16.0	Legal, City of Guelph
3.0	Zoning, City of Guelph	17.0	
4.0	Urban Design, City of Guelph	18.0	
5.0	Heritage, City of Guelph	19.0	
6.0	Environmental, City of Guelph	20.0	
7.0	Landscape Planning, City of Guelph	21.0	
8.0	Parks Planning, City of Guelph	22.0	
9.0	Accessibility Services, City of Guelph	23.0	
10.0	Engineering Services, City of Guelph	24.0	
11.0	Traffic Investigations, City of Guelph	25.0	
12.0	Traffic Demand Management, City of Guelph	26.0	
13.0	Source Water Protection, City of Guelph	27.0	
14.0	Solid Waste Resources, City of Guelph	28.0	

NO.	COMMENTS	RESPONSE
1.0	Development Planning, City of Guelph	
	Anand Shah	
1.1	Staff have received the pre-consultation application for a Community Planning Permit to develop a high-density residential building with a height of 14 storeys. The application proposes 275 residential units at a density of 250 units/hectares.	Noted.
1.2	Below comments are based on the submitted submission materials. Additional comments and requirements may be identified as additional submission information is reviewed.	Noted.
1.3	Please provide a clear zoning analysis identifying proposed Class -2 and/or Class-3 variances. Where Class-2 variations are not permitted, a Class-3 variation would be required. Please identify all required variances and reach out to Planning staff prior to making a formal submission.	Zoning analysis submitted to City staff prior to this submission. All required variances have been identified in the Planning Justification Report prepared by MHBC. Refer to Table 3 in Planning Justification Report for zoning compliance matrix.
1.4	Consider providing clear area identifications (i.e. Common Amenity Area, Landscape area etc.) on the drawings as noted by staff below.	Area identifications have been provided on the on the amenity calculation sheets dA1.04 and dA1.05 prepared by Kirkor.
1.5	For the proposed variances, provide a Planning Justification Report/Brief (PJR) - prepared by a registered professional planner which provides an analysis of how the proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan and Official Plan. Please also include a summary in the PJR of the other supporting studies as noted in the staff comments below.	Please refer to the Planning Justification Report included in this submission which provides a detailed analysis and justification for each of the variances identified, as well as a summary of all supporting studies.
1.6	The maximum building height and maximum density that may be permitted through a Class 2 Community Planning Permit are subject to the provision of facilities, services and matters in accordance with the provision 1.14.3 and Tables 1.2 and 1.3 of the CPP By-law. In the next submission, please indicate how these measures are provided. This can be included in the PJR.	Affordable Housing Units are provided in accordance with Tables 1.2 and 1.3 of the CPP By-law. See Section 3.2 of the PJR prepared by MHBC.
1.7	For the above, if affordable dwelling units are proposed, please ensure the units meet the requirements of Table 1.4 or as amended in Provincial Affordable Residential Unit Bulletin. Additional agreements may be required to the discretion of the Approval Authorities.	Affordable Housing Units are provided in accordance with Table 1.4 of the CPP By-law. See Section 3.2 of the PJR prepared by MHBC.
1.8	Parking Justification Report – Where a residential parking rate of less than 1.0 space per unit plus visitor parking is proposed, a Parking Justification Report is required. The report must justify the proposed parking reduction.	Parking Justification is provided in Section 5.0 of the TCR prepared by BA Group.

NO.	COMMENTS	RESPONSE
2.0	Policy Planning, City of Guelph	
	Lucas Mollame	
2.1	City of Guelph Official Plan (February 2024 Consolidation) does split-designate this site as High-Density Residential to the northern portion of the site and Mixed-use Corridor 1 to the south-eastern portion of the site as per Schedule 2 – Land Use Plan. - The site is also located in a Strategic Growth Area, as per Schedule 1a – Urban Structure. - The density target for this Strategic Growth Area is 160 residents and jobs combined per hectare. - Justification for variances should look to the Growth Management and Affordable Housing Monitoring Report 2024, especially Section 4.4 that speaks to the current density of this Strategic Growth Area.	Justification is provided, please see Section 4.0 of the PJR prepared by MHBC.
2.2	Please be aware of Policy 3.6.9 & 3.6.10 which states that concept plans will be developed by the City or by a development proponent in consultation with the City prior to the approval of new major [emphasis added] development proposals within strategic growth areas. The concept plan will include but not be limited to the following: - Linkages between properties, buildings and uses of land both within and adjacent to the strategic growth area; - Locations of new public and/or private streets and laneways; - Location of open space such as urban squares; - General massing and location of buildings that establish a transition to the surrounding area; - Pedestrian, cycling and transit facilities; and - Heritage attributes to be retained, conserved and/or rehabilitated. Applications for Zoning By-law amendments and site plans, or any phases thereof, for properties subject to a concept plan shall demonstrate to the City’s satisfaction that the proposed development is generally consistent with the concept plan.	A Site Plan set has been prepared by Kirkor and included in the submission package.
2.3	Please see Urban Design comments for full requirements.	Noted.
2.4	For the portion of the site designated High Density Residential, the maximum net density permitted within a Strategic Growth Area is 250 units per hectare and a maximum height of 10 storeys. The proposal does comply with these requirements.	A Class 2 Staff Variation is required, see Section 5.0 of the PJR prepared by MHBC.
2.5.	For the portion of the site designated Mixed use Corridor 1, the maximum height is 10 storeys and the maximum net density is 250 units per hectare. The proposal does comply with these requirements.	A Class 2 Staff Variation is required, see Section 5.0 of the PJR prepared by MHBC.

NO.	COMMENTS	RESPONSE
2.6	As this site is located within a Mixed Use designation, policy staff would be supportive of some provision of a mix of uses (small-scale commercial, office, service uses, etc.) within the building. Policy staff would recommend that the addition of ground floor commercial/office space be explored for the portion of the building designated Mixed-use Corridor 1 to achieve the policy goals of this designation	The Proposed Development has been designed in accordance with the High-Density Residential Zone in the CPPS By-law.
3.0	Zoning: Planning Zoning Review, City of Guelph	
3.1	The proposed apartment building is a permitted use within the HDR-8(PA) precinct in accordance with CPPS 7.3.2(a) and Table 6.1.	No response required.
3.2	Minimum westerly interior side yard: CPPS 7.3.2(b)(i) requires that despite Table 6.2, the westerly interior side yard shall be a minimum of 15 metres. The proposed 18.74 metres complies with the by-law requirement.	Proposed setback of 21.98m exceeds requirement.
3.3	Exterior Side Yard (Torch Lane): CPPS 7.3.2(b)(ii) requires that despite Table 6.2, the minimum exterior side yard fronting Torch Lane shall be 30 metres. The proposed 32.80 metres complies with the by-law requirement.	Proposed setback of 32.64m exceeds requirement.
3.4	Maximum Building Height (within 30 m of west lot line): Under CPPS 7.3.2(b)(iii)(A), the maximum height permitted within 30 m of the westerly interior side lot line is 8 storeys. The proposed 14 storeys fronting the westerly interior side lot line exceeds the maximum height permission and does not meet Class 1 design standards. A Class-2 variation will be required.	A Class 2 Staff Variation is required, see Section 5.0 of the PJR prepared by MHBC.
3.5	Angular Plane from Torch Lane: As given CPPS 7.3.2(b)(iii)(B), building height must not exceed a 35-degree angular plane projected from the centreline of Torch Lane. The submitted drawings show an angular plane of 38.5 degrees which do not meet Class 1 design standards. A Class-2 variation will be required.	A Class 2 Staff Variation is required, see Section 5.0 of the PJR prepared by MHBC.
3.6	Building transition: Where an apartment building is proposed that abuts a property identified as Low Density Residential (LDR) or Medium Density Residential (MDR) on Schedule 2 of the Guelph Official Plan, or abuts a property identified as LDR or MDR precinct on Schedule A of this by-law, development shall incorporate transitions to minimize the impact of shadow and maximize access to sunlight, sky view, and privacy on neighbouring properties through one (1) or more of the following methods to be incorporated to the satisfaction of the Approval Authority, including but not limited to: a) Increased yard setbacks; b) Building step backs; c) Reduction in building massing; d) Introduction of intervening ground-oriented dwelling or built form; or e) Other approaches informed by relevant City approved urban design guidelines. The proposed development abuts a MUC to the east and south and MDR to the west on Schedule B. Building transitions through stepbacks are provided along Torch Lane and lands zoned MUC. However, the transition is not in place for lands abutting the MDR zone to the westerly interior side lot which has 14 storeys (mostly south	Transition is provided the to westerly interior side lot line by incorporating increased setbacks and is further supported by the Shadow Study prepared by Kirkor.

NO.	COMMENTS	RESPONSE
	facing). The shadow studies provided are not clear on the extent of shadows resulting from this built form. Further discussions and shadow studies are required to review the impacts on the westerly interior side lot.	
3.7	Maximum Building Length Above Second Storey: CPPS 7.3.2(b)(iv) requires that a maximum building length of 65 metres be permitted above the second storey. For clarity, please include below noted dimensions on the second floor plan and indicate the maximum building length in zoning analysis. No dimensions should exceed 65 metres as required. 	No dimensions exceed 65 metres, no Class 2 Staff Variation is required. Please refer to drawing dA1.02 for confirmation of building length.
3.8	Built form stepback: CPPS 7.3.2(b)(v) requires that the building must step back a minimum of 6 metres above the 9th storey from the edge of the building facing the easterly interior side lot line. Building steps back 18.60 metre on the 7th floor and 33.8 m on the 9th floor which complies with the by-law requirement.	Stepbacks of 18.7m on the 7 th floor, 29.3m on the 8 th floor, and 33.8m on the 9 th floor are proposed.
3.9	Lot Frontage: Table 6.2 requires a minimum lot frontage of 30 metres with the provision for Class 2 staff variation that it may be reduced by 25 per cent of the standard for HDR, MDR, and NCC. It appears that the lot frontage for the site meets the zoning requirement, however, the lot frontage is not marked and dimensioned on the site plan. Please include dimensions on the site plan and zoning chart.10.	Dimensions have been included, please see Site Plan (dA1.02) prepared by Kirkor.

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3.10	Residential density - units per hectare (uph): Table 6.2 requires a minimum density of 100 units per hectare and max of 150 units per hectare with the provision for Class 2 staff variation that HDR and MUC may be increased up to 250 units per hectare (net density). Please include the net density achieved in the site statistics table to show conformance with the requirement. Review definition of density and net lot area in the by-law.	A Class 2 Staff Variation is required, see Section 5.0 of the PJR prepared by MHBC.
3.11	Front/Exterior Side Yard Maximum Setback: Table 6.2 requires a front or exterior side yard setbacks to be minimum of 6 metres with a maximum of 11 metres. The proposed development has a minimum of 10.61 m on the west and 16.84 metres on the east wing. The proposed development meets the by-law requirement on the west but exceeds the maximum requirement on the east fronting Janefield Avenue.	Proposed front yard setback of 7.28m is provided to Janefield Avenue.
3.12	Interior Side Yard (East): Table 6.2 requires a minimum interior side yard of 3 metres and 7.5 metres where a habitable room window faces the interior side yard. The proposed 20.20 metres complies with the by-law requirement.	A 16.64m setback is provided to the east interior side yard.
3.13	Rear Yard: Table 6.2 requires a minimum rear yard of 7.5 metres, which may be reduced by 20% by a Class 2 variation. The proposed 20.80 metres complies with the by-law requirement.	No response required.
3.14	Buffer Strips: Table 6.2 requires a 3-metre buffer strip along interior side and rear lot lines and around the perimeter of surface parking lots. A 3 metres buffer strip is shown as a dotted line along the interior and rear yard lot lines need to include landscaping. Additionally, the 3 metres buffer strip is not provided along the perimeter of surface parking lots in the front of the building. The buffer strip provisions do not have a Class 2 variation. It is recommended that the plans are revised to address the deficiency. Please review buffer strip definition in the by-law for compliance.	The proposal provides for a minimum 3-metre buffer strip along interior side and rear lot lines. All parking areas on site are located within the perimeter landscape buffer. Per discussions with City staff, intent of By-law is not to require landscape buffer around every parking area inside the site as the definition of buffer strip does not permit sidewalks which are required for access to parking and accessibility requirements. Intent is to ensure parking is sufficiently buffered at the perimeter of the site.
3.15	Landscaped Open Space: Table 6.2 requires 40% landscaped open space, where 50 per cent of landscaped open space shall be covered by soft landscaping in the form of natural vegetation, such as grass, flowers, trees and shrubbery, and 30 per cent of the required landscaped open space may be in the form of a green roof or blue roof. The regulation also has a Class 2 variation that the landscape open space may be reduced by 5 per cent of the standard (e.g., 35 per cent for HDR or MDR). Staff may accept a reduction of up to 30 per cent of the standard if the required landscape open space can be provided as a green roof or blue roof. The proposed development shows a landscaped open space of 5,458 square metres. which meets the by-law requirement.	Noted – 43.6% landscaped open space provided.
3.16	Floorplate Size (7th and 8th Storeys): Table 6.2 requires a maximum floorplate of 1,200 m ² , where a Class 2 variation may permit to increase the floor plate size up to 10 per cent of the standard. The proposed 1,199 square metres complies with the by-law requirement.	Noted – L7 and L8 floorplates are 1200sq.m. as permitted
3.17	Floorplate Size (9th Storey and Above): Table 6.2 requires a maximum floorplate of 1,000 m ² , where a Class 2 variation may permit to increase the floor plate size up to 10 per cent of the standard. The proposed 999 square metres complies with the by-law requirement.	Noted – L9 floorplate is 1000 sq.m. as permitted

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3.18	Common Amenity Area: The common amenity area of 20 square metres per unit is required, i.e. 5,500 square metres of common amenity area is required for the proposed development. A Class 2 variation could allow a reduction of 10% of the standard which means up to 4,950 square metres. The site statistics table indicates a common amenity area of 4,977 m ² . However, the green roof which is inaccessible cannot be counted as common amenity area as per definition which results in the common amenity area of 4,685 m ² . To support the common amenity area under a class 2 permit, it is advised that plans are revised to provide at least 4,950 square metres of common amenity area that meets the definition.	A Class 2 Staff Variation is required, see Section 5.0 of the PJR prepared by MHBC.
3.19	Parking Space Requirements: Section 5.5.a, Table 5.3, Row 3 requires a minimum of <i>1 space per unit plus 0.1 visitor spaces</i> for apartment buildings. The proposed development requires 303 vehicular parking spaces. The 273 spaces provided do not meet the requirement. A Class-2 staff variation will be required.	A Class 2 Staff Variation is required, see Section 5.0 of the PJR prepared by MHBC.
3.20	Interior or exterior parallel parking space dimension required are – 2.6 m width by 6.5 m length. The two parallel parking spaces provided in the front yard are 2.75 m by 5.5 m and do not meet the requirement.	Parking dimensions are provided and comply with minimum requirements. Parallel spaces in the front yard are no longer proposed.
3.21	Accessible Parking: Section 5.6 requires 2 accessible spaces plus an additional 2% of total spaces with an equal number of Type A and Type B accessible parking spaces. The proposed development requires 9 accessible parking spaces. The 8 accessible spaces are insufficient. It is recommended to add 1 more accessible parking space.	With the requested Class 2 Staff Variation for Parking Space Requirements by 10%, the development proposes a total of 273 spaces. At a rate of 2 + 2% of the total parking spaces, 8 accessible spaces are required. 8 accessible spaces are proposed, this meets the requirement.
3.22	EV Parking Space requirement: The proposed development requires 60 EV parking spaces (20%) and 242 as designed EV parking spaces (80%). It is suggested that plans are revised to incorporate the EV parking spaces.	55 EV parking spaces are required and 55 spaces are provided, 218 designed EV parking spaces are required and provided for 219 provided spaces. This meets the requirement.
3.23	Bicycle Parking Spaces: - Long term bicycle parking: Asper Table 5.6, 1 long-term bicycle parking space is required per unit. The proposed development requires 275 long-term bicycle parking spaces. - Short term Bicycle parking: Asper requirement, 0.1 short term bicycle parking spaces per dwelling unit are required. The proposed development requires 28 short-term bicycle parking spaces. - The site statistics table shows 303 bicycle parking space are provided. Please differentiate and show details on the site plan. Long Term Bicycle Parking spaces design and location: Section 5.7.1(a)(ii) requires <i>25% horizontal ground-mounted spaces</i> and Section 5.7.1(a)(iii) requires <i>5% secured enclosures with electrical outlets</i>. Bicycle parking spaces, long term, shall be provided in a secure, weather-proofed closure with controlled access. The proposal currently does not include the required details. Please provide details of horizontal and stacked bicycle parking spaces, secured enclosures with electrical outlets, aisle widths, rack specifications in the updated plans. Short Term Bicycle parking spaces: A minimum of 25 percent of the required bicycle parking spaces, short-term, shall be weather protected. Please show details.	275 long-term spaces are provided 28 short-term spaces are provided - Details shown on Site Plan 127 ground mounted spaces are provided 12 weather protected spaces are provided

NO.	COMMENTS	RESPONSE
3.24	Structured Parking: Section 5.2.4.b requires that where an underground parking structure is located in accordance with 5.2.4 a) and is located below a required landscape open space area or buffer strip, there shall be a minimum depth of 1.2 metres between grade and the structure. Please provide the required information to show conformance.	N/A there is no parking under a landscape open space or buffer strip.
3.25	Rooftop Mechanical Equipment: Section 4.15.2 requires mechanicals to be set back 5 metres or enclosed and not exceed 3 metres in height; elevator penthouses may be up to 6 metres. The proposed 4.8-metre elevator/mechanical penthouse complies with the by-law requirement.	As the elevator penthouse is contained within the rooftop mechanical, a Class 2 Staff Variation is required, see Section 5.0 of the PJR prepared by MHBC.
3.26	Standard Requirements: • Provide a Zoning Chart and Regulations as per Schedule "A-3" from the City of Guelph Site Plan Procedures and Guidelines document; • Ensure municipal address, legal description and Application File number (once assigned) on the title block; • Ensure all drawings comply with the naming protocol as outlined in the City of Guelph's Site Plan Approval Procedures and Guidelines; Site Plan drawings–SP-1, SP-2, SP-3, etc.; Elevation Drawings EP-1, EP-2, EP-3, etc.; Landscaping Drawings:-LP-1, LP-2, etc.). • Drawing must be in a metric scale (1:100, 1:200, 1:250, 1:300, 1:400, 1:500) • Provide a north arrow; • Provide a construction north arrow; • Provide a key plan; • Provide the name and contact information of the applicant on the title block; • Provide the name and contact information of the property owner on the title block; • Provide surveyed property limits (including bearings and dimensions); • Identify easements; • Identify road widenings; • Identify Rights-of-Way; • Provide adjacent street names; • Identify above ground utilities–existing & proposed (utility poles, lighting, street signs, transformer, utility pedestals, fire hydrants etc.); • Identify adjacent existing structures, land uses and zoning; • Dimension all yards and setbacks, including width and length of common amenity areas; • Fully dimension driveways, parking stalls, and drive aisles; • Fully dimension loading areas; • Provide details of garbage and storage enclosures; • Provide details of sidewalks, ramps and curbs; • Illustrate existing & proposed free standing signage & details; • Identify existing & proposed fire routes;	Standards have been incorporated into the drawings and reports as required.

NO.	COMMENTS	RESPONSE
	- Identify existing & proposed hydrants; - Identify existing & proposed fire department connections (if applicable); - Identify existing & proposed principal building entrances; - Identify bicycle parking areas; - Provide a detail of the bicycle parking rack; - Provide snow storage area or add a note to the site plan indicating what method will be used to remove the snow from the site; - Provide a Photometric Plan & cut sheet of the light fixture used – please see Lighting Guidelines - https://guelph.ca/wp-content/uploads/Guelph-Outdoor-Lighting-Guidelines.pdf - please aim for max 0.5fc at property line abutting the neighbouring residential property, a colour temperature of 3000k and zero cut-off light fixtures; - Provide a note on the site plan indicating whether garbage pick-up is public or private;	
4.0	Urban Design, City of Guelph	
	Prerit Kaji	
4.1	Staff require an Urban Design brief based on TOR available on city website. Urban design brief should help understand the process of arriving at proposed built form in addition to other requirements of Official Plan.	An Urban Design Brief has been prepared by MHBC and is included in the submission package.
4.2	A sun shadow study and a quantitative wind tunnel study would be required adhering to the TOR available on city website. Based on its receipt, further comment on CA space or proposed built form may be provided. It is important the outdoor common amenity spaces provided are comfortable -three season opportunities that are not impacted by Wind (consider microclimate effects through orientation, location and landscaping) and provide a balance of sun and shade; are universally inclusive and safe spaces for pedestrians with a range of active and passive programming- Moreover sun shadow study must inform the city for any adverse impacts to adjacent low-rise residential built forms.	A Shadow Study has been prepared by Kirkor and a Wind Study has been prepared by Gradient Wind and is included in the submission package.
4.3	Staff require elevations from all sides indicating setbacks, setback, distances between towers, projections & roof top units Sections which can help understand any grade related concerns, parking, access and circulation, etc.	Please refer to dA3.01 and dA3.02 for building elevations.
4.4	Staff would advise the applicant to relook at proposed massing between Levels 8 to 14 which appears to be blocky and make a better transition with rest of the building mass.	Please refer to revised architectural package and Urban Design Brief which demonstrate and speak to the proposed transition of building mass and design intent.
4.5	Please include an Amenity Area Plan that clearly identifies and tags all Common Amenity (CA) spaces provided indoors and outdoors, with a detailed area statement. This will help staff in identifying and flagging any CA	Amenity Area Plan has been prepared by Kirkor and included in the submission package. (dA1.04 and dA1.05)

NO.	COMMENTS	RESPONSE
	spaces which do not meet City expectations. Programming and function of such CA spaces will be further discussed in SPA.	
4.6	Staff would like to note that few of the annotated amenity areas are not acceptable considering the surface area less than 50Sqm., irregular geometry and configuration, its location and proximity to central functioning of building. Outdoor amenity areas will be assessed based on the findings of sun-shadow and Wind study, please include any mitigation measure as proposed through its analysis for comprehensive review.	Noted – please refer to revised Amenity Area Plans which demonstrate conformance with amenity area requirements.
4.7	There is an opportunity to explore if grade related units facing Janefield Avenue can have direct access for an active street presence.	Noted. This option was evaluated but determined to be unfeasible due to the substantial setback distance between the grade-related units and the public right-of-way. Introducing direct street access across this separation would result in adverse impacts on ground-floor resident privacy and site security, while fracturing the standard landscape buffer along the Janefield Avenue frontage. Consequently, the current design is preferred to maintain a clear delineation between public and private space.
4.8	Staff require more detail for units facing underground parking ramp, separated by a pathway. Is the separating pathway providing access to larger CA space adjacent to Torch Lane? Are at-grade units effectively screened or programmed to not have private spaces such as bedrooms overlooking such pathway?	The separated pathway for the suites at grade facing the underground parking ramp are terraces for the units. There is no access to Torch Lane. At grade units can be planned to have private spaces avoiding public pathways in the Common Area towards Torch Lane. This will need to be explored at time of Design Development and at the discretion of the client.
4.9	Staff require more details on materials, street furniture, location of bike parking and other utilities like transformers, etc. expected on site plan drawing.	This has been included on the Site Plan prepared by Kirkor included in the submission package.
4.10	Please include appropriate scale for every drawing in architectural package.	This has been included on all drawing in the architectural package prepared by Kirkor included in the submission package.
5.0	Heritage, City of Guelph	
	Stephen Robinson	
5.1	Noted.	No response required.

NO.	COMMENTS	RESPONSE
6.0	Environmental, City of Guelph	
	Jane Gurney	
6.1	Environmental Planning supports the requirements identified by Development Engineering with respect to the Development Engineering Manual. The items that Will specifically be reviewed by Environmental Planning will include: a. The applicant will be required to confirm that a 1.0m separation distance from the seasonal high groundwater level can be achieved through the proposed development. b. The formal application will need to include an Erosion and Sediment Control plan which details any proposed Best Management Practices, ESC measures. c. The formal application will need to demonstrate the infiltration relative to the pre-development infiltration rate on the site	An Erosion and Sediment Control Plan, and Stormwater Management Report have been prepared by MTE and are included in the submission package.
7.0	Landscape Planning, City of Guelph	
	Rory Templeton	
Landscaping		
7.1	The City's Private Tree Protection By-law regulates trees 10 centimetres and larger in diameter (measured at 1.4 metres above the ground) on private property larger than 0.2 hectares and trees 30 centimetres and larger in diameter (measured at 1.4 metres above the ground) on all private property. In accordance with the City's Urban Forest Management Plan and City Urban Forest Policies within the Official Plan, the development should seek opportunities to retain existing trees. A Tree Inventory & Preservation Plan, undertaken by a qualified arborist, in accordance with the requirements of the City's Tree Technical Manual is required. Please be aware that where preservation is not possible, as agreed to by the City, compensation is required either in the form of Cash in lieu or Replacement Trees, or a combination of the two at the discretion of City staff. Cash in Lieu rates are set out in the Private Tree Bylaw, while Replacement Tree rates are set out in the Tree Technical Manual(TTM). The TTM is available online at: https://guelph-ca/living/environment/trees/treetechnicalmanual/ . The Private Tree Bylaw is available online at: https://guelph.ca/wpcontent/upload5'TreeBylaw.pdf	Noted – Tree Inventory and Preservation Plan is provided and included in the submission materials.
7.2	Please provide Landscape Plans prepared and stamped by a full member of the OALA.	Landscape Plans have been prepared and stamped by Hill Design Studios and included in the submission package.
7.3	More information on programing functioning of common amenity spaces to activate the at- grade level is required. Common Outdoor Amenity Areas should contain multiple functions and be directly connected to a local	Please refer to the Landscape Plans and Details which further illustrate intended use and layout of amenity spaces.

NO.	COMMENTS	RESPONSE
	street, park, open space, natural heritage or a building. If a development has more than 20 units, and more than 10 units have 3 or more bedrooms, a children's play area should be provided.	
7.4	Please ensure to provide details regarding retaining walls, stairs, hand and guard rails, as well as hard and soft landscape materials.	Landscape Plans and Details have been prepared and stamped by Hill Design Studios and included in the submission package.
7.5	Please support the City's One Canopy Strategy by ensuring required 3m buffers and Common Amenity Space (CAS) include native deciduous trees of appropriate species and size. Refer to the City's Tree Technical Manual for adequate tree soil volumes and spacing/off-set requirements.	A total of 5 of the 7 trees species proposed are native species. Tree planting has been maximized where possible in suitable areas of the site.
7.6	The use of indigenous plant material throughout the site is encouraged.	Noted.
7.7	Please refer to the City's Mid-Rise and Townhouse Built Form Standards with particular focus on Section 6: Site Organization and Design. Transitions from public sidewalk to main entrances will be of particular interest given the grade changes across the frontage of the site. Please ensure to provide details regarding retaining walls, stairs, hand and guard rails, as well as hard and soft landscape materials as part of a complete submission package- https://guelph.ca/content/uploads/BFSforMid-riseBuildingsandTownhouses.pdf	Landscape Plans and Details have been prepared and stamped by Hill Design Studios and included in the submission package.
7.8	Keep in mind the following from the Built Form Standards based on the proposed plan: Where Landscaped Open Space is located above a parking structure, adequate soil volumes will be provided to ensure healthy tree growth. Landscaped buffer strips should consist of soft landscaping and 1 tree planted for every 12 metres of frontage to increase overall tree canopy of the property and reduce the heat island effect.	Trees are not planted above parking structure. Trees along frontage are planted where possible in the landscaped area. Due to the proposed retaining walls along the front of the property there is little opportunity to plant trees in this area.
7.9	Landscape buffer strips must meet both requirements for tree growth and engineering functions. This may require buffers to be wider than noted in the zoning bylaw	Noted.
7.10	Low Impact Development measures should be incorporated as part of the site landscaping (OP 8.1.1).	Noted.
7.11	Where amenity areas have direct visual connection with the interior of the building, these spaces should preferably be interior amenity space or shared common areas with direct access to the outdoor spaces.	Noted – interior and exterior amenity spaces are adjacent at the ground floor level towards the front and rear of the building adjacent the main entrance, as well as on L7.
7.12	Consider microclimate effects through the orientation, location and landscaping of Common Outdoor Amenity Areas; provide a balance of sun, shade and protection from wind.	Vegetation and shade structures have been incorporated into the common outdoor amenity spaces to help provide balanced microclimate.
7.13	A minimum of 1 tree and 5 shrubs must be planted for every 45m ² of required landscaped area to ensure sufficient vegetative cover for pedestrians' comfort and stormwater management. Trees provided in addition to this may be considered as part of the compensation requirements for trees removed.	For the 30% landscape open space required (3,299m ²), 365 shrubs and 73 trees are required.
7.14	30% of the required landscaped open space can be in the form of a green roof or blue roof.	Noted.

NO.	COMMENTS	RESPONSE
7.15	CAS shall be aggregated into areas not less than 50m2 and shall be designed and located that the length does not exceed 4 times the Width.	Amenity Area Plan has been prepared by Kirkor and included in the submission package.
7.16	The proposed small CAS along the south-west side of the building outside the waste storage is not supported by staff. A Common Amenity by definition is an area for the active or passive recreation and enjoyment of the occupants. Staff don't believe a space surrounded by loading and a waste room meets the intent of CAS- CAS are also to be aggregated into areas of not less than 50m2.	Amenity Area Plan has been prepared by Kirkor and included in the submission package.
7.17	The proposed small CAS along the frontage of Janefield is not supported by staff A Common Amenity by definition is an area for the active or passive recreation and enjoyment of the occupants. Staff don't believe a space in this location against the street, property line and drive aisle meets the intent of CAS.	Amenity Area Plan has been prepared by Kirkor and included in the submission package.
7.18	Sidewalks that run perpendicular to parking stalls shall be 2000mm wide to ensure vehicles that may overhang the Sidewalk do not impact the minimum 1220mm barrier-free path of travel.	Noted – 2000mm provided.
7.19	Ensure to provide pedestrian connections to all proposed CAS that meet the requirements of the AODA (i.e.. hard surfaces, twsi, curb drops, etc.)	Noted.
Pedestrian Circulation		
7.20	The following are excerpts from the Ontario Building Code (OBC) as reminders regarding the design of Barrier-Free Outdoor Spaces. It is the responsibility of the consultant to ensure all aspects of the OBC are compiled to prior to submitting for Building Permit.	Noted, will address at the Building Permit stage.
Exterior Walks		
7.21	Exterior walks that form part of a barrier-free path of travel shall, - be provided by means of a continuous plane not interrupted by steps or abrupt changes in level, - have a permanent, firm and slip-resistant surface, - have an uninterrupted width of not less than 1 100 mm and a gradient not exceeding 1 in 20, - be designed as a ramp where the gradient is greater than 1 in 20, - have not less than 1 100 mm wide surface of a different texture to that surrounding it, where the line of travel is level and even with adjacent walking surfaces, - be free from obstructions for the full width of the walk to a minimum height of 1 980 mm, except that handrails are permitted to project not more than 100 mm from either side into the clear area, - have a level area adjacent to the entrance doorway of at least 1 670mm by 1 670mm, so that the level area extends at least 600mm beyond the latch side of the door opening, except that where the door opens away from the ramp, the area extending beyond the latch side of the door may be reduced to 300mm. - have a tactile attention indicator that is located to identify an entry into a vehicular route or area where no curbs or any other element separate the vehicular route or area from a pedestrian route.	Noted.

NO.	COMMENTS	RESPONSE
7.22	Where a difference in elevation between levels in a walkway is not more than 200 mm, curb ramp conforming to the following may be provided have a width of not less than 1 500 mm exclusive of flared side - have a surface including flared - Sides that shall, - slip-resistant, - have a detectable warning surface that is colour- and texture-contrasted with the - adjacent surfaces, and - have a smooth transition from the ramp and adjacent surfaces, an - have flared sides with a slope of not more than 1:10 where pedestrians are likely to walk across them.	Noted.
Doorways and Doors		
7.23	Every doorway that is located in a barrier-free path of travel shall have a clear width of not less than 860 mm when the door is in the open position.	Noted.
8.0	Parks Planning, City of Guelph	
	Ryan Mallory	
8.1	According to City records a credit for 75 dwelling units on this lot within the Priory Park Subdivision will be applied. 275 dwelling units minus 75 units (credit) is an increase of 20 dwelling units.	Noted.
8.2	The alternative rate (1 ha per 1000 dwelling units) was used to calculate the rate of the equivalent Market Value noted below and it was determined to reach the maximum permitted in s. 42 of the Planning Act	Noted.
8.3	Should this application require a Class 3 Community Planning Permit, Council may require additional facilities, services and matters that shall meet a need identified by the City; including, Parkland and improvements to existing parks in excess of what is required under Section 42 of the Planning Act and the City's Parkland Dedication By-law, as amended go accordance with I -14.7 k) of the Community Planning Permit By-law (2025) — 21065	Noted.
Parkland Dedication		
8.4	Payment in lieu of conveyance of parkland will be required for this development. The owner shall be responsible for payment in lieu of conveyance of parkland prior to the issuance of any building permits in accordance with the City of Guelph's Parkland Dedication By-law (2022) - 20717, as amended by Bylaw (2025) - 21133 and Bylaw (2024) - 20860, or any successor thereof.	Payment in lieu of conveyance of parkland will be provided under a separate cover.
8.5	The amount of payment in lieu of parkland conveyance will be calculated at a rate of 10% of the equivalent Market Value of the land in accordance with section 17. d) of the City of Guelph's Parkland Dedication By-law	Noted.

NO.	COMMENTS	RESPONSE
	(2022) — 20717, as amended by Bylaw (2025) — 21133 and Bylaw (2024) — 20860, or any successor thereof and the Planning Act s.42.	
8.6	Prior to submission of a building permit application, the owner shall provide a satisfactory comprehensive appraisal report prepared for The Corporation of the City of Guelph for the purposes of calculating the amount of payment in lieu of parkland conveyance pursuant to s.42 of the Planning Act The value of the land shall be determined as of the day before the day the first building permit is issued. The comprehensive appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada, and shall be subject to the review and approval of the Deputy CAO of Public Services or their designate. Notwithstanding the foregoing, if the comprehensive appraisal provided by the applicant is not satisfactory to the Deputy CAO of Public Services or their designate, acting reasonably, the City reserves the right to obtain an independent appraisal for the purposes of calculating the amount of payment in lieu of parkland conveyance.	Noted, will address at the Building Permit stage.
8.7	Appraisals are considered valid for a maximum period of one year in accordance with Section 21 of Parkland Dedication By-law (2022) — 20717, as amended by Bylaw (2024) — 20860. We recommend providing the appraisal to Park and Trail Development staff at least 2 months prior to the first building permit submission to avoid delays.	Noted.
8.8	Please note that the City of Guelph has initiated a process to update the parkland dedication bylaw and the parkland conveyance and/or cash-in-lieu will be collected in accordance with the applicable bylaw at the time of the issuance of the first building permit.	Noted.
8.9	Please note that these comments are based solely on the preliminary information provided by the applicant for the pre-consultation meeting on February 11, 2026. Park and Trail Development may provide varying and/or additional comments on the formal application.	Noted.
9.0	Accessibility Services, City of Guelph	
Kealee Wazonek		
AODA Parking Requirements		
9.1	Requirement: Based on your required parking count of 303, you are required to have 9 accessible parking spaces. 4 Type A and 4 Type B parking spaces, and one of your choice.	With the requested Class 2 Staff Variation for Parking Space Requirements by 10%, the development proposes a total of 273 spaces. At a rate of 2 + 2% of the total parking spaces, 8 accessible spaces are required. 8 accessible spaces are proposed, this meets the requirement.
9.2	Please show accessible parking on your site plan along with: • Dimensions (Type A 3400mm, Type B 2400mm, Access aisle 2000mm) • Slopes (Design Recommendation: Accessible parking spaces should have a maximum cross slope of 2% and maximum of 2% running slope for drainage.)	Please see the Site Plan prepared by Kirkor included in the submission package.

NO.	COMMENTS	RESPONSE
	For the accessible spaces in the back of the building, switch the Type A and Type B spaces so the access aisle is on the passenger side of the Type A space when nose in	
9.3	Parking Signage Accessible parking signage to be in accordance with section 11 of Regulation 581 of the Revised Regulations of Ontario, 1990 (Accessible Parking for Persons with Disabilities) made under the Highway Traffic Act. O. Reg. 413/12, s.6. This sign is typically called the Rb-93. Further, as required in the AODA, the Type A accessible parking spaces shall include a tab sign mounted below the Rb-93 sign shall display "Van Accessible".	Please refer to Pavement Marking and Signage Plan.
9.4	Recommendation: Consider including accessible parking in the underground car park. If not possible, consider identifying the future location of accessible parking spaces. If the ceiling height doesn't meet the minimum required for Van accessibility (2750mm FF, clear headroom from the entrance and exit to the accessible parking), then consider including Type B spaces (2400mm plus a 1500mm access aisle.) in the final design drawings noted as Future . These spaces could be contractually managed by the property owner to save these spaces for residents with a valid MTO Accessible Parking Permit. These spots should be close to the elevators, preferably where someone doesn't have to cross the drive aisle to get to the elevator.	Accessible parking is proposed both at-grade and within the underground garage in proximity to the elevators. Accessible spaces shown in P1 level has a higher floor to floor (2750 mm headroom) above BF spaces.
9.5	Accessible parking signage to be in accordance With section 11 of Regulation 581 of the Revised Regulations of Ontario, 1990 (Accessible Parking for Persons with Disabilities) made under the Highway Traffic Act O. Reg. 413/12, s.6.	Please refer to Pavement Marking and Signage Plan.
AODA Exterior Paths of Travel Requirements		
9.6	Requirement: show width and slope (running and cross slope) of sidewalk through to the connections to the municipal sidewalk	Refer to Grading Plans prepared by MTE included in the submission package.
9.7	Requirement: The exterior path must have a minimum clear width of 1,500 mm. Where there is a curb ramp, the sidewalk width at the top of the curb (to bypass the curb ramp/exit the top of the curb ramp) must be minimum clear width of 1,500 mm See the City's LIS 2025 section 1-4B.	Walkways are min 1.5m clear width.
9.8	Design Recommendation: Where cars park and can potentially overhang the accessible route, the accessible route should be 2,000 mm wide. If not possible, curb stops within the parking spaces are to be provided to ensure the accessible route is not narrowed by parked vehicles.	Current design does not incorporate curb stops, this will be reviewed with comments received on the first submission to see if walkway width can be increased without impacting overall traffic flow.
9.9	Show accessible connections from site sidewalks to municipal sidewalks, please show on each side and not only have one accessible connection to municipal sidewalks.	There are two sidewalk connections to Janefield Ave, the south sidewalk because of grades has steps, the north sidewalk is barrier free.
9.10	The surface must be firm and stable.	Walkways are concrete (firm and stable).
9.11	Design Recommendation: Label all surface material(s). Unit pavers with chamfered edges are not accessible.	General surface materials have been labelled on the landscape plan.

NO.	COMMENTS	RESPONSE
9.12	Requirement: The surface must be slip-resistant.	Acknowledged. General surface materials have been labelled and we believe are slip resistant. If there is a specific area of concern please let us know.
9.13	Requirement: Where an exterior path has openings in its surface, - The openings must not allow passage of an object that has a diameter of more than 20 mm, and - Any elongated openings must be oriented approximately perpendicular to the direction of travel.	We believe all exterior paths of travel have been designed to ensure that a diameter of no more than 20 mm exists.
9.14	Requirement: The maximum running slope of the exterior path must be no more than 1:20 (5%), but where the exterior path is a sidewalk, it can have a slope of greater than 1:20 (5%), but it cannot be steeper than the slope of the adjacent roadway.	Refer to Grading Plans prepared by MTE included in the submission package.
9.15	Design Recommendation: Running slopes should be as close to 4% as possible.	Refer to Grading Plans prepared by MTE included in the submission package.
9.16	The maximum running slope of the exterior path must be no more than 1:20 (5%), where the surface is asphalt, concrete or some other hard surface, or no more than 1:10 in all other cases.	Refer to Grading Plans prepared by MTE included in the submission package.
Requirement: AODA section 80.27: Exterior paths of travel, depressed curbs		
9.17	Where a depressed curb is provided on an exterior path of travel, the depressed curb must meet the following requirements: - The depressed curb must have a maximum running slope of 1:20 (5%). - The depressed curb must be aligned With the direction of travel. - Have a TWSI that: - have raised tactile profiles - have high tonal contrast with the adjacent surface - are located at the bottom of the curb ramp; - are setback between 150 mm and 200 mm from the curb ed - extend the full width of the curb ramp, and - are a minimum of 610 mm in depth. O. Reg. 413/12, s.	Refer to Grading Plans prepared by MTE included in the submission package.
9.18	Design Recommendation: The City's LIS Section SS-32 for example	Noted.
10.0	Engineering Services	
	Jamie Menchenton	
Site Servicing		

NO.	COMMENTS	RESPONSE
10.1	Municipal water and wastewater system capacity must be verified as available and adequate. The process of investigating system capacities can be started with an Engineering Servicing Capacity Check application (see link to application below) and associated fees paid in accordance with our User Fee By-law. The initial modelling check can take roughly 4-6 weeks to complete (after application and payment) and may require additional submission of information and/or reports from the applicant's engineering consultant prior to capacity verification. Staff are available to provide process guidance at your convenience. To initiate the servicing capacity assessment, submit an Application for Servicing Capacity Check (https://guelph.ca/wp-content/uploads/Schedule-A-Bylaw-form_EngServicingCapacityModellingCheck.pdf).	An Engineering Servicing Capacity Check application has been submitted to the City of Guelph.
General		
10.2	The following items shall be submitted to the satisfaction of the City Engineer and are required as part of a complete application. All engineering information provided by the applicant shall conform to the City of Guelph's Development Engineering Manual (DEM) and all other applicable guidelines, standards, and requirements. While many of these plans and reports were submitted as pan of the 2018 ZBA/OPA, they are required again to reflect the proposed development. • Grading and Drainage Plan • Erosion and Sediment Control Plan • Site Servicing Plan • Existing Conditions and Removals Plan • Site Plan • Details Plan (as required) • Functional Servicing Report • Stormwater Management Report meeting the requirements of Policy area 13 as per DEM 4.28 • Cost Estimate for works within the City Right of Way, utilizing the City's template available here: https://guelph.ca/city-hall/planning-and-development/how-to-develop-propenyldevelopment-applications-guidelines-fees/ • Cost Estimate for engineering works on-site, utilizing the City's template available here: https://guelph.ca/city-hall/planning-and-development/how-to-develop-property/development-applications-guidelines-fees/ • Phase 1 ESA completed to either the CSA Z768-01 or O. Reg. 153/04 standard and an accompanying reliance letter. Further, should the Phase 1 ESA identify the need for a Phase 2 ESA, then this will also be a City requirement to be submitted. Similarly, if contamination is identified in the Phase 2 ESA then further studies may be required. This process is outlined in more detail in the Guidelines For Development Of Contaminated Or Potentially Contaminated Sites (http://guelph.ca/wp-content/uploads/DevelopmentGuidelinesContaminatedSites-pdf)- Please note, as per the guidelines, the information contained on Phase 1 ESA, regardless of regulations under which it was prepared, cannot be	The required materials have been included in the submission package.

NO.	COMMENTS	RESPONSE
	more than 18 months old from the date of Phase 1 ESA report. Please also note that if excess soil as defined in O.Reg. 406/19 is to be brought to the site the city will require proof of compliance with O.Reg- 406/19. • A Detailed Noise Study is required to outline the noise impact for the proposed development as outlined in the Guelph Noise Control Guidelines (https://guelph.ca/wp-content/uploads/Guelph-Noise-Control-Guidelines.pdf). • Geotechnical Report to outline the soil and groundwater impacts on site construction. • A Hydrogeological Assessment is required in accordance with DEM 5.8. This assessment will provide input to ensuring Stormwater Management criteria and implementation are met (DEM 5.7) including water balance (DEM 5.7.6), Low Impact Development (LID) implementation (DEM 5.7.9), and ground water separation requirements for underground parking and sanitary sewers are met (DEM 5.9). If temporary dewatering is proposed, a dewatering plan is required. The DEM requires one (1) full year of groundwater monitoring. • A Composite Utility Plan is to be provided in accordance with DEM 5.2.4. • Shoring drawings to demonstrate the functionality and constructability of the proposed works. No permanent shoring shall be installed within, or remain in, the City right-of-way. Any proposed structural tiebacks shall comply with Section 4.2.6.2 of the DEM.	
10.3	These comments are based on the most recent materials submitted. Additional comments and requirements, to the satisfaction of the City Engineer, may be identified as further submission information is reviewed.	Noted.
11.0	Traffic Investigations	
	Jamie Menchenton	
11.1	The following items shall be submitted to the satisfaction of the City Engineer and are required as part of a complete application- All engineering information provided by the applicant shall conform to the City of Guelph's Development Engineering Manual (DEM) and all other applicable guidelines, standards, and requirements. While many of these plans and reports were submitted as part of the 2018 ZBA/OPA, they are required again to reflect the proposed development. • Traffic Impact Study — Staff has reviewed the previous TIS dated February 2018, an updated Transportation Impact Study is required to support the proposed increase in development density, and recent traffic counts. Please contact City for more recent traffic counts at traffc@guelph.ca. The updated TIS shall generally follow the TIS guidelines- • Site design elements shall conform to the DEM. Based on our review of the submitted material the following items are flagged for your review:	A Transportation Considerations Report, a Traffic Geometric Plan, and Pavement Marking and Signage Plan have been prepared by BA Group and included in the submission package.

NO.	COMMENTS	RESPONSE
	○ Access and surface parking — per the DEM driveway access must provide a minimum throat width of 7.5m and an access radius of 9.0m. ○ The access width and access radius must be clearly dimensioned on the site plan. ○ Surface parking - End parking spaces must include a minimum 12m hammerhead turnaround. ○ Ramp design - For ramps leading to underground parking, please refer to Section 6.3.5.3 in City's Development Engineering Manual. Sharp turns/area between the ramp transition and underground parking area must be provided with wider aisle width and large radius for vehicles to maneuver safely and efficiently. Widen end parking stalls by 0.3m where there is fixed obstruction on one side and by 0.6m where there are fixed obstructions on both sides to allow motorist to open the doors. • Traffic Geometric Plan - Vehicular swept path analyses must be provided for a fire truck, waste collection vehicle, and a heavy single-unit delivery truck (HSU). The turnaround near the main entrance must be designed with a 12m radius to accommodate a fire truck and HSU truck. All swept paths must be stamped and signed by a professional engineer. • Pavement Marking and Signage Plan • Waste collection - Refer to 3.2 Access for Waste Collection in City's Waste Collection Guidelines for multi-residential developments (https://guelph.ca/living/environment/garbage-and-recycling/multi-residential/).	
11.2	These comments are based on the most recent materials submitted. Additional comments and requirements, to the satisfaction of the City Engineer, may be identified as further submission information is reviewed.	Noted.
12.0	Traffic Demand Management	
	Jamie Menchenton	
12.1	The following items shall be submitted to the satisfaction of the City Engineer and are required as part of a complete application- All engineering information provided by the applicant shall conform to the City of Guelph's Development Engineering Manual (DEM) and all other applicable guidelines, standards, and requirements. While many of these plans and reports were submitted as part of the 2018 ZBA/OPA, they are required again to reflect the proposed development.	Noted.
12.2	The site is located in a walkable, bikeable, transit-friendly area and is well-suited for transportation demand management (TDM) measures to reduce single occupancy vehicle trips. Please ensure the Updated Traffic Impact Study (TIS) report includes a detailed and robust TDM section indicating how the proposed development can support a reduction in single-occupancy vehicle trips. Suggested measures include but are not limited to: meeting but not exceeding recommended vehicle parking, unbundling vehicular parking from the lease or sale of units, providing carshare vehicles on-site, providing high quality secure bike parking for residents and sheltered bike parking for visitors, providing a bicycle repair	A Transportation Considerations Report, a Traffic Geometric Plan, and Pavement Marking and Signage Plan have been prepared by BA Group and included in the submission package.

NO.	COMMENTS	RESPONSE
	station on-site, wayfinding signage, subsidized transit passes and providing a TDM display board in a centralized location, with free transit/trails schedules and maps.	
12.3	Sufficient bike parking and electric vehicle (EV) parking to be provided in accordance with the Community Planning Permit By-law for the Stone Road/Edinburgh Road Area: - Refer to Section 5.7 for bicycle parking requirements - ensure submitted drawings provide details of the proposed bicycle parking with sufficient detail to demonstrate how it meets the requirements regarding bike parking characteristics and design details. - Refer to Section 5.8 for EV parking requirements.	Please refer to Section 5.0 of the TCR prepared by BA Group
12.4	Staff recommend locating long term bicycle parking for residents at grade within the site to ensure convenient and comfortable access for users. Minimal navigation of doors elevators/ramps is desired. Staff will be looking to ensure the bicycle parking, and the access to it, is suitable for a range of users (i.e. to accommodate a variety different bicycle styles and user needs).	28 short-term bicycle parking spaces are provided at grade, long-term bicycle parking spaces are provided in Level P1 of the underground parking garage.
12.5	The City of Guelph recommends the 'inverted U' style of bike rack for short-term bicycle parking. This common style is appropriate for many uses and can be placed as single loops in front of buildings or in groups where space allows. The 'inverted U' style is user-friendly, supports a bike frame at two locations, and is suitable for use by larger bikes such as cargo bikes or recumbent hand-cycles.	A ring rack which has two points of contact is proposed, an inverted U can be considered to accommodate City preference. No implication to spatial arrangement.
12.6	Provide at least one pedestrian connection to the municipal sidewalk on Janefield Avenue and consider pedestrian connectivity and opportunities to improve the overall permeability of this site for people arriving by foot and on public transit. Ensure the municipal sidewalk and the proposed connection(s) to it are shown clearly on the site plan drawing.	Two pedestrian connections to the municipal sidewalk on Janefield Avenue are proposed, one at torch lane, one further to the east.
13.0	Source Water Protection, City of Guelph	
	Jennifer Burch	
13.1	This property is located in a Well Head Protection Area B with a Vulnerability Score of 8. Applicant to contact sourcewater@guelph.ca if applicant plans to install a geothermal system or excavate more than 3m or to the top of bedrock.	Noted.
14.0	Solid Waste Resource: Solid Waste Review, City of Guelph	
14.1	Required: We Will require a City of Guelph Waste Management Plan https://guelph.ca/wp-content/uploads/2019/09/Waste-Management-Plan-and-Source-Separation-Commitment-Developers-and-Redevelopers.pdf	A Waste Management Plan prepared by Dillon Consulting Ltd. has been included in the submission package.
14.2	Required: Please provide a traffic geometric for a waste collection front-load truck showing location of containers With the dimensions of the roadway and turnaround.	Included in the Waste Management Plan prepared by Dillon Consulting Ltd.

NO.	COMMENTS	RESPONSE
14.3	Required: Please review Appendix D in the Waste Collection Guidelines for Multi-Residential Development in the City of Guelph for turn around radius and height clearances. https://guelph.ca/wp-content/uploads/2019/01/Waste-Collection-Guidelines-for-Solid-Waste-Collection.pdf	Included in the Waste Management Plan prepared by Dillon Consulting Ltd.
14.4	Required: Please provide on the site plan in detail the waste storage area, with bins and carts that includes adequate storage space for a minimum of one week for recyclables, organics, and garbage. The set-out location for collection must also be identified.	Included in the Waste Management Plan prepared by Dillon Consulting Ltd.
14.5	Required: The City of Guelph will only collect residential waste; office/retail/commercial will need private collection.	The development proposed on residential uses.
14.6	Recommended: Due to the large size of building a designated chute for recycling is suggested- A tri-sort chute system is not recommended- Three separate chutes are recommended as part of provincial regulations for the Waste Free Ontario Act	Included in the Waste Management Plan prepared by Dillon Consulting Ltd.
14.7	Recommended: Use of 3 yard bins rather than 4 yard bins, as they are very heavy to move by hand for staging and transport. Use of a tractor is also recommended for moving bins.	3yd3 bins are planned for garbage. 240L carts are planned for organics. Not collected by the City: 4yd3 bins are planned for recyclables collected by private contractor.
15.0	Building Services, City of Guelph	
15.1	This building/addition may be subject to Development Charges as required by by-law number 2021-20643. Development charges will be calculated at time of building permit application.	Noted. This will be addressed at the Building Permit stage.
15.2	As part of the City of Guelph Radon Gas Mitigation Program, all new buildings and all industrial, commercial, institutional and non-low-rise multi-residential additions that exceed 50m2 shall be designed and constructed in accordance with the radon mitigation requirements in the Ontario Building Code. Contact Building Services for additional information, or go to guelph.ca/radon .	Will connect with Building Services at the appropriate time.
15.3	Residential buildings or structures that are a minimum of five (5) storeys high and have 10 or more residential units may be subject to Community Benefits Charges (CBC) as required by by-law 2022-20714. Please review the CBC pamphlet on the City's website for further information: https://guelph.ca/wp-content/uploads/2022/01/Community-Benefits-Charges-ByLaw-Pamphlet.pdf	Noted.
16.0	Legal, City of Guelph	
	Terri MacCulloch	
16.1	Please update the registered easements on the site plan. Easement WC483686 is missing and easement ROS638266 has been released off title.	Architectural set has been updated to show easement WC483686 and remove easement ROS638266.