

PLANNING JUSTIFICATION REPORT

PREPARED FOR:

**Community Planning Permit
Application**

Janefield Residences LP.
233-237 Janefield Avenue

File no. 23242A

May 29, 2026



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1.0 Introduction

1.1 Purpose of the Application

MacNaughton Hermsen Britton Clarkson Planning Limited (hereinafter “MHBC”) has been retained by Janefield Residences LP. (hereinafter the “Owner”) to assist with this Community Planning Permit (“CPP”) planning application in support of the development of the property municipally known as 233-237 Janefield Avenue (hereinafter referred to as the “Subject Lands”) in the City of Guelph (the “City”).

This Planning Justification Report (PJR) supports the proposed CPP to facilitate the development of the Subject Lands. The Proposed Development of the existing vacant lands represents a residential building with a height of 14 storeys comprised of 275 units ranging from 1 bedroom to 3 bedroom units. The total gross floor area will be 23,386 square metres (GFA) of which 1,971 square metres is proposed in the underground parking area, and proposes a total of 273 parking spaces, and 303 bicycle parking spaces.

This PJR includes the following:

- A general description of the Subject Lands, the existing uses, surrounding land uses, and the existing physical conditions to provide an understanding of the locational context;
- A description of the proposed development and its design elements;
- A summary of the technical reports and plans prepared in support of the proposal;

- A description of the proposed variations to the City of Guelph’s Community Planning Permit By-law;
- An assessment of the Proposed Development’s consistency and conformity with City policies and regulations; and,
- A summary of key conclusions and recommendations related to the proposed development.

1.2 Application History

On September 18, 2018, Guelph’s City Council passed the applications for an Official Plan Amendment (“OPA”) and a Zoning By-law Amendment (“ZBA”) to permit a residential development consisting of two towers of eight and ten storeys with a joint one storey podium. The approved OPA (City File: OP1702) redesignated a portion of the site from Medium Density land use designation to the High Density designation, and the approved ZBA (City File: ZC1702) rezoned the Subject Lands from the Specialized Residential Apartment (R.4A-1) and Specialized Service Commercial (SC.1-4) Zones to a Specialized High Density Residential (R.4B-XX) Zone to permit a high density residential development consisting of 165 units.

Since the approval of the OPA and ZBA applications, the City has completed a Community Planning Permit System (“CPPS”) for the Stone Road and Edinburgh Road modified Strategic Growth Area. The completion of the CPPS was a primary action in the City’s Housing Affordability Strategy, designed to bring more housing that is affordable to Guelph over the next decade. The CPPS By-law was approved by City Council on April 8, 2025, which

deleted previous Section 10.11 Development Permit System in the City's Official Plan ("OP") in its entirety and replace it with the CPPS. Further, the City's Zoning By-law and Site Plan Control By-law shall not apply within areas where a CPPS By-law has been enacted. The initial proposal for a 165 unit, high density residential development has since been revised to optimize the increased permitted heights and densities afforded by the CPPS By-law.

Once the CPPS was approved, an initial informal meeting was held with City staff on August 6, 2025, to discuss the detailed requirements and parameters for the CPP application process. City staff advised that the revised Proposed Development can be reviewed through the CPP application process and based on the proposal presented at that time, would require Class 2 Variations where applicable.

Subsequent meetings with City staff were held for various design elements and zoning clarifications with respect to the overall design of the proposal. The various meetings with City staff were held on September 26, 2025, October 20, 2025, February 11, 2026, March 12, 2026, March 26, 2026, May 7, 2026, and May 8, 2026.

A copy of the CPP Pre-Consultation checklist and comments are attached to this report as **Appendix A**. A summary of the required reports/plans has been provided in the chart below along with the representative consultant who will be undertaking the respective requirement.

1.3 Pre-Consultation

A formal Pre-Consultation meeting for a Community Planning Permit Application was held on February 11th, 2026, to discuss the proposed CPP application. Staff from the City were in attendance, along with the Owner and agency representatives. The Pre-Consultation meeting identified the required materials for a CPP application to facilitate the proposed development.

PLAN/REPORT	CONSULTANT
Application Form	MHBC
Planning Justification Report	MHBC
Affordable Housing Report	MHBC
Urban Design Brief	MHBC
Architectural Set	Kirkor Architects and Planners
Shadow Study	Kirkor Architects and Planners
Photometric Plan	SBM
Waste Management Plan	Dillon Consulting Inc
Shoring Drawings	Verterra
Stormwater Management Report	MTE
Engineering Drawing Set	MTE
Civil Cost Estimate	MTE
Composite Utility Plan	MTE
Hydrogeological Memo	MTE
Traffic Considerations Report	BA Group
Traffic Geometrics Plan	BA Group
Pavement Marking and Signage Plan	BA Group
Landscape Plan	Hill Design Studio Inc.
Tree Inventory and Protection Plan	Hill Design Studio Inc.
Landscape Cost Estimate	Hill Design Studio Inc.
Noise Study	Gradient Wind
Quantitative Wind Tunnel Study	Gradient Wind
Geotechnical Report	Chung & Vander Doelen Engineering Ltd.
Phase One Environmental Site Assessment & Reliance Letter	A&A Environmental Consultants Inc.

2.0 Background and Site Context

The existing site context is important to be evaluated, not only as it relates to the existing physical environment and surrounding area, but also to the specific and immediate contextual setting and urban structure, which includes future land uses and infrastructure.

2.1 Site Description

As shown on **Figure 1**, the Subject Lands are located south of Janefield Avenue, east of Torch Lane, west of Scottsdale Drive, and north of Stone Road West. The Subject Lands are vacant

and generally L-shaped, have a frontage of approximately 51.14 metres along Janefield Avenue, 39.23 metres along Torch Lane, and has an approximate size of 1.08 ha (2.66 ac). Highway 6 in Guelph, commonly referred to as the Hanlon Expressway, is regulated and managed by the Ministry of Transportation (MTO) and generally located west of the Subject Lands. The Subject Lands are within the Community Planning Permit System ("CPPS") for the Stone Road and Edinburgh Road, which is a Strategic Growth Area ("SGA"), as described later in this report as part of the policy context for the Proposed Development.



Figure 1: Location Map

2.2 Surrounding Area Context

NORTH: North of the Subject Lands is Janefield Avenue followed by Medium Density Residential uses and WE Hamilton Park including Royal Recreational Trail and Silvercreek Trail. Further north consists of Low Density Residential uses, Centennial Arena, and Institutional uses consisting of Priory Park Public School, Elementary School Catholic Saint-René-Goupil, Guelph Community Christian School, and Centennial Collegiate Vocational Institute.

EAST: East of the Subject Lands ALMA @ Guelph High Density Student Housing Apartment followed by Scottsdale Drive. Further

east is Stone Road Mall followed by Edinburgh Rd S and established Commercial uses.

SOUTH: South of the Subject Lands are vacant lands followed by Stone Road West and Commercial Uses. Further South are Low Density Residential Uses and Steffler Park.

WEST: West of the Subject Lands is Torch Lane followed by Highway 6. Further east is an established neighbourhood that consists of Low and Medium Density Residential uses, Mary Phelan Catholic School, Dovercliffe Park, and Guelph Dolime Quarry.

Figure 2 illustrates the surrounding area context of the Subject Lands. The following is a general description of the surrounding context of the Subject Lands:



Figure 2: Surrounding Area Context Map

2.3 Transportation Context

The transportation network and access are important considerations for the planning and development of the Subject Lands. A detailed analysis of the transportation context has been provided in the Transportation Considerations Report (TCR) prepared by BA Group in support of the proposal. The Subject Lands are located on the south side of Janefield Avenue and Torch Lane, west of Scottsdale Drive, north of Stone Road West, and east of Highway 6. It's important to note that the original approved plans already permitted 165 units, and now the revised development proposed 275 units.

Road Network

In the City of Guelph's Official Plan ("OP") Janefield Avenue and Scottsdale Drive are classified as a Collector Road on Schedule 5 – Road and Rail Network (**Figure 3**). Collector Roads are noted in the OP as being intended to move low to moderate volumes of traffic within specific areas of the city and collect local traffic for distribution to the arterial or Provincial highway system. Collector Roads are also designed for moderate speed and generally contain 2-4 undivided lanes. Further to note, Janefield Avenue is identified as having an ultimate right-of-way of 26 metres and specifies a widening along the east side of the street from College Avenue West to Scottsdale Drive. The Subject Lands have a frontage of 51.24 metres and proposes one access to the site off Janefield Avenue.

Torch Lane is identified as a Local Road in the City's OP which will provide for low volumes of traffic and are designed for low speed generally having two lanes of undivided traffic with

through traffic discouraged. The Subject Lands have a frontage of 39.23 metres along Torch Lane and there is no access to the Local Road. The OP identifies Stone Road West as an Arterial Road which is intended to move moderate to large volumes of traffic over moderate distances within the city and to collect traffic and direct it to the Provincial highway system. Arterial Roads are designed for medium speed, generally range from 2-6 undivided lanes, and are meant to accommodate a high level of transit service. Highway 6 is a Provincial Highway that is intended to move very large volumes of traffic over medium to long distances within and through the city. They are designed as high speed, multi-lane, divided roadways with access restricted to grade-separated interchanges.

The Subject Lands and Janefield Avenue are accessed via Scottsdale Drive as it intersects off of Stone Road West, and is in proximity to Provincial Highway 6.

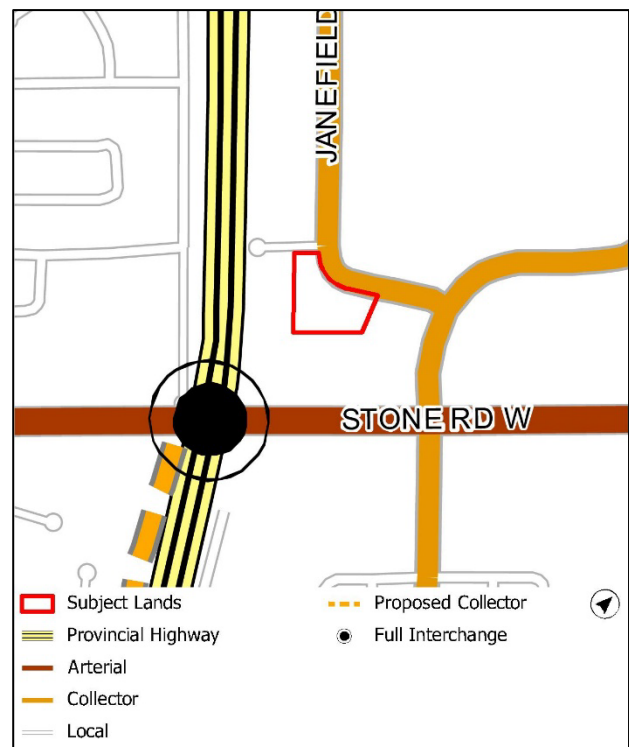


Figure 3: OP Schedule 5 – Road and Rail Network

Public Transit

The Subject Lands are located within a Strategic Growth Area as per Schedule 1A – Urban Structure in the OP (**Figure 9**). In the OP, Strategic Growth Areas (SGAs) will be planned to provide for higher density mixed-use development in proximity to transit services. The Subject Lands are within proximity to existing bus stops #115, #116, and #157 on Janefield Avenue that provides services from Transit Routes 8 – Janefield, 1 – Edinburgh College, and 2 – College Edinburgh. Additionally, the Subject Lands are nearby additional existing bus stops #114, #6201, and #6202 along Scottsdale Drive that provides services from Transit Routes 1 – Edinburgh College, 2 – College Edinburgh, 17 – Woodlawn Watson, 18 – Watson Woodlawn, and 19 – Hanlon Creek.

Cycling & Active Transportation

Cycling infrastructure is currently provided in proximity to the Subject Lands by an existing Off-Road Bike Route on Silvercreek Trail. The City's Cycling Master Plan (February 2012), proposes new bike lanes along Scottsdale Drive and a Physically Separated Bicycle Lane along Stone Road East as shown in Schedule 1 – Proposed Cycling Network (Figure 4). The OP also identifies existing City Trails along Janefield Avenue, Torch Lane, Royal Recreation Trail, Silvercreek Trail, and Stone Road West as shown on Schedule 6 – Open Space System Trail Network (Figure 5). The OP also identified Proposed City Trails along Highway 6 and as an extension to the east off of Silvercreek Trail.

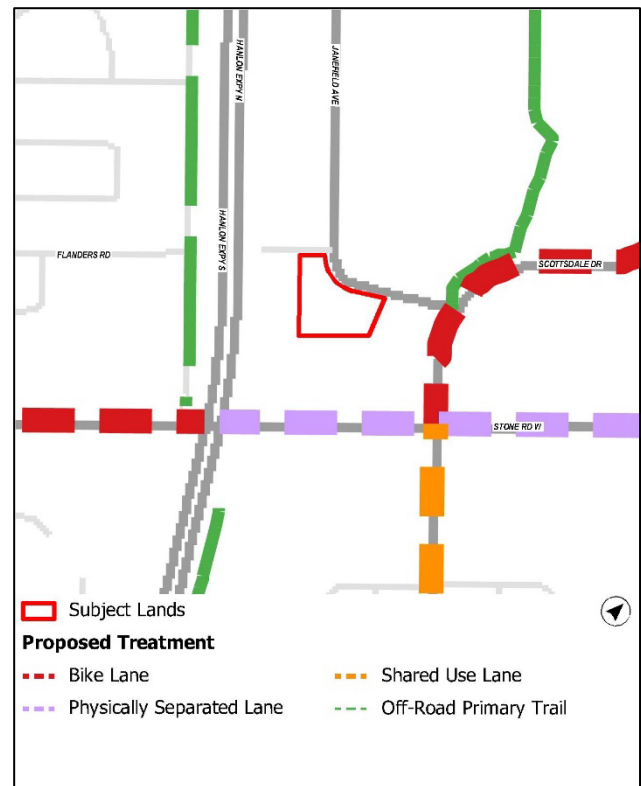


Figure 4: Cycling Master Plan Schedule 1 – Proposed Cycling Network



Figure 5: OP Schedule 6 – Open Space System Trail Network

3.0 Description of the Proposal

3.1 Development Proposal

The intent of the Proposed Development is to provide for the comprehensive development of a large vacant site comprised of 1.1 hectares in area. The Subject Lands is located in an area well-suited for intensification due to its location within a Strategic Growth Area ("SGA") and its proximity to Highway 6. The Proposed Development is the result of comprehensive planning and design undertaken by the project team, technical experts, and input from the City of Guelph staff. In preparing the application, the City's policy context and objectives for intensification and the surrounding context were taken into consideration.

The CPP application will facilitate the Proposed Development of a single, 14-storey residential building with a 6-storey podium, outdoor amenity terraces on the 7th floor, a green roof on the 8th floor that provides canopy coverage on the 7th floor, a green roof on the 9th floor, and a green roof and rooftop amenity terrace on the 14th floor. The proposed residential building will provide 275 units with a range of unit types including from one bedroom up to 3-bedroom units. Outdoor and indoor amenity areas are featured throughout the site, totalling 5,022.94 square metres (18.27 square metres per unit), inclusive of outdoor terraces, green roofs, outdoor BBQ, landscaped open spaces, fitness lawn, children's play area, and a biophilic garden.

A total of 273 parking spaces are provided at surface level and underground at a rate of 1.0 spaces per residential unit – 0.9 residential spaces per unit and 0.09 shared visitor spaces per unit. A total of 303 bicycle parking spaces are provided. Both long-term and short-term bicycle parking are provided throughout the site, with 275 long-term spaces, of which 14 spaces are provided in individually secured enclosures, 94 spaces are stacked spaces, 94 are horizontal spaces, and 73 are vertical spaces. Additionally, 28 horizontal short-term spaces are provided, of which 12 are weather-protected. The remainder of this section provides a summary of different components of the Proposed Development, including land uses, site design and development statistics, building massing and transition, transportation and site circulation, and servicing.

Summary of Development Components

This section provides a summary of different components of the Proposed Development, including land uses, site design and development statistics, building massing and transition, transportation and site circulation, and servicing.

The conceptual site plan, elevations and aerial perspectives for the site, prepared by Kirkor Architects and Planners are included as **Figure 6 to Figure 8** below.

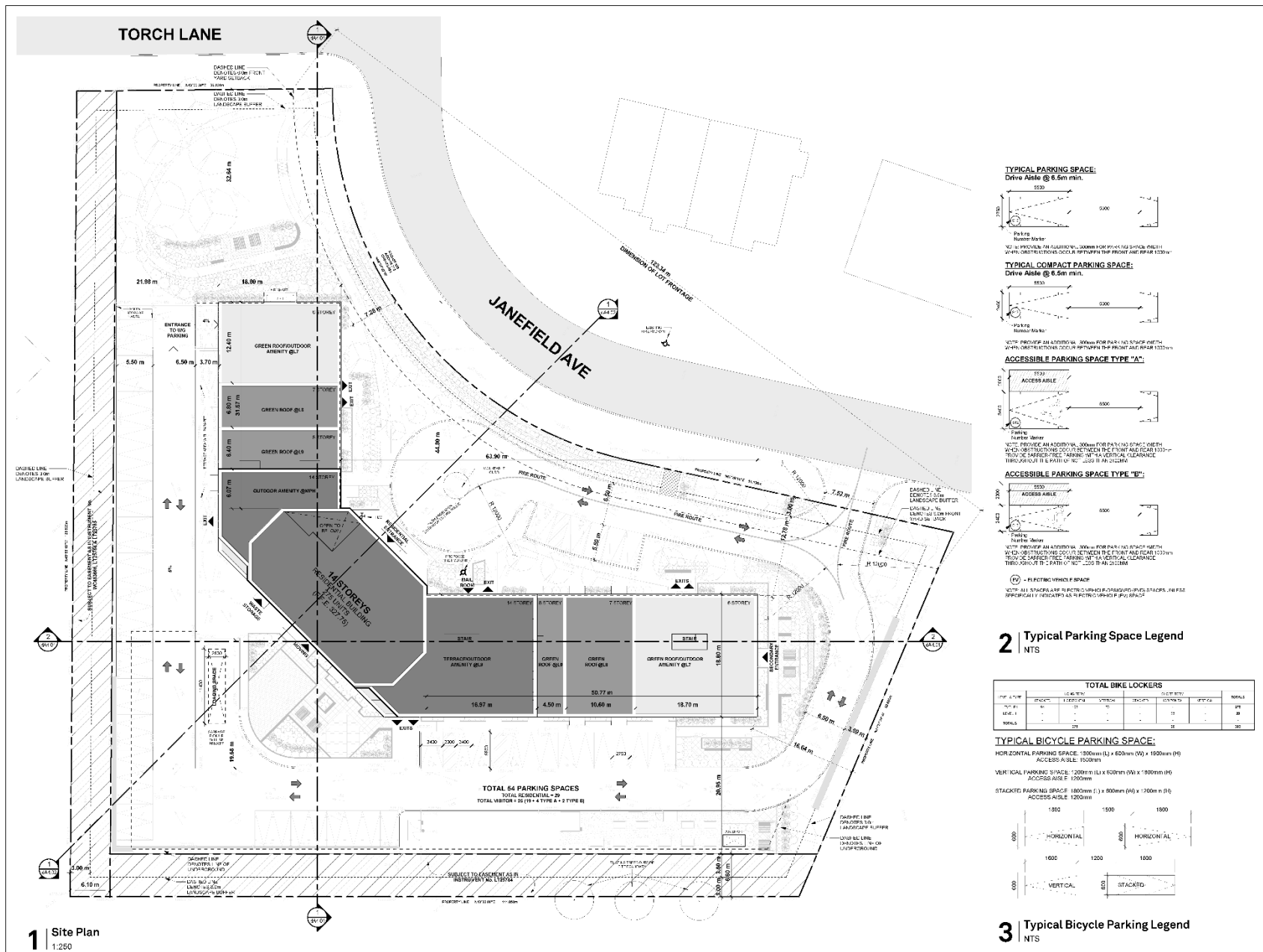
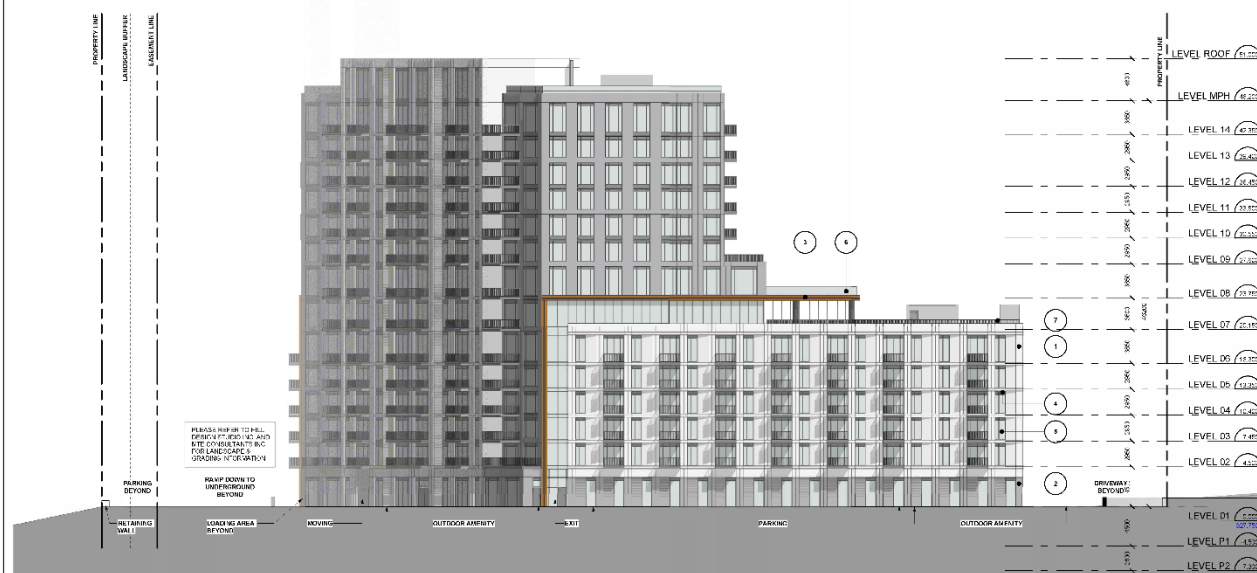


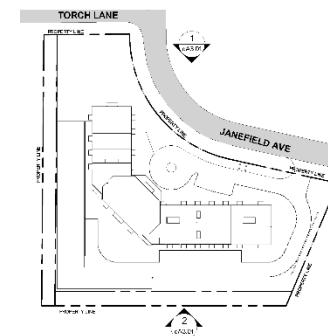
Figure 6: Site Plan of the Subject Lands



1 North Elevation
1:250



2 South Elevation
1:250



3 Key Plan - Elevations North & South
1:1000

- 1 PRECAST - LIGHT GREY
- 2 PRECAST - BEIGE
- 3 METAL FRAME - BRONZE
- 4 METAL PANEL - DARK GREY
- 5 GLASS - CLEAR VISION GLASS
- 6 RAILING - GLASS
- 7 RAILING - BALCONY

4 Exterior Finish Legend
N/S

Architects Having Jurisdiction

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Client
Janefield Residences LP

SP26-0048
227 Janefield Ave. Guelph ON
New Residential Development

Drawing Title
Elevations - North & South

Scale
As indicated

Drawn by
F.M. A.E. L.G. L.N.

Checked by
A.L. L.G.

Project No.
26-0048

Sheet
May 26, 2026

Drawing No.
dA3.01

Figure 7: Elevations – North & South



Figure 8: Rendering, Birds-Eye View of the Proposed Development

Site Design and Site Statistics

The proposed building has been strategically located on the Subject Lands, and the development has been designed to provide for a variety of new housing options which provides for the efficient use of land that is appropriate for the current and future area context.

A summary of the Proposed Development statistics is provided in **Table 3** below, with key components described throughout the remainder of this section.

TABLE 1: SUMMARY OF PROPOSED DEVELOPMENT STATISTICS		
CHARACTERISTIC		PROVIDED
Site Area		11,005.66 m ²
Building Footprint (Ground Floor Area)		2,111 m ² (19%)
Building Height		14 storeys (51 m)
GFA	Underground	9,944.86 m ²
	Above Ground	20,274.64 m ²
	TOTAL	30,219.50 m ²
FSI		1.84
Landscaped Open Space		6,061 m ² (55%)
Amenity Area (18.1m ² /unit)	Indoor	840 m ²
	Outdoor	4,108 m ²
	TOTAL	4,977 m ²
Residential Units		273
Parking Spaces	Resident (0.9/unit)	248
	Visitor/ Retail (0.09/unit)	25
	TOTAL (0.99/unit)	273
Bicycle Parking Spaces	Long-Term	275
	Short-Term	28
	TOTAL	303

A total of 275 residential units are proposed, currently consisting of 60.4% one-bedroom units, 28.7% two-bedroom units, and 10.9% three-bedroom units. A breakdown of the unit distribution per building as currently designed is demonstrated in **Table 4**. The building is intended to be a purpose-built rental.

TABLE 4: UNIT BREAKDOWN			
UNIT MIX	1 BED	2BED	3BED
Level 1	10	8	0
Level 2	19	8	3
Level 3 – 6	19	8	3
Level 7	5	2	0
Level 8	8	5	3
Level 9	8	4	2
Level 10 – 14	8	4	2
TOTAL	166	79	30
Ratio	60.4 %	28.7 %	10.9 %

Building Design, Massing and Transition

The building has been purposefully designed to provide appropriate transition to the surrounding residential areas and to incorporate suitable setbacks, and step backs as well as other design features to maintain land use compatibility.

The Proposed Development includes a 6-storey podium with indoor and outdoor amenity areas. The proposed building is also stepped back at the 7th storey and includes a green roof that partially covers the outdoor amenity area on the 6th storey. Above the 7th storey, the building is stepped back once more at the 8th storey and above the 8th storey the building tower extends to the height of 14 storeys. The 14th storey contains a mechanical penthouse and outdoor amenity area in the form of a green roof, outdoor seating, lounge furniture and propane fire tables.

Transportation and Site Circulation

The Proposed Development has been designed to improve connectivity in and around the

Subject Lands, thereby improving mobility for all forms of transportation, including vehicular and active transportation modes. The Proposed Development is also designed to be transit-supportive in its design to encourage public transit use by providing accessible and walkable connections to transit.

The Proposed Development includes one new driveway from Janefield Avenue providing direct access to the proposed building. A total of 273 vehicle parking spaces are proposed. The parking areas are concealed in levels of underground parking and generally behind the building at the surface level. There are 5 parking spaces located at the front of the building of which 2 are barrier free spaces and 3 are intended for drop-off and pick-up spaces. An additional 54 spaces are provided at the surface level located behind the proposed building. In the underground parking levels a total of 219 resident/long-term spaces are proposed that will provide 107 spaces on the first level and 112 spaces on the second level of the of underground parking garage.

As outlined in the Transportation Considerations Report, the proposed parking strategy for the Subject Lands is considered appropriate based on the area transportation and land use context, which supports alternative travel modes and opportunities, provincial and municipal planning and policy context, which supports reducing reliance on private automobiles and encourages alternative travel modes, particularly in urban contexts, and observed peak demands at multi-unit buildings in Guelph, as documented in the City's Parking Standards Review from 2023. Based on this study, the proposed parking rates align with and exceed peak parking demands observed at contextually comparable site in Guelph.

Pedestrian mobility in and around the site will also be improved through the proposed internal sidewalk network around the proposed building

and throughout the proposed biophilic garden, with connections to, and new sidewalks along the Janefield Avenue Right-of-Way ("ROW").

The proposal supports active transportation in and transit use in the area by providing a total of 303 bicycle parking spaces – 275 long-term spaces for residents and 28 short-term spaces for visitors. The long-term bicycle parking spaces are provided at the first level 1 of the underground parking garage including 14 enclosed bicycle spaces, and the short-term spaces are provided at-grade. Transportation demand management (TDM) measures are also proposed to encourage residents to explore various modes of transportation to reduce their dependency on single occupancy vehicle trips.

Servicing

The proposed servicing strategy for the proposed development is to be on full municipal servicing utilizing the existing main lines available on Janefield Avenue and Torch Lane. The specific connections include a watermain connection to the 150 mm watermain on Janefield Avenue, sanitary connection to the existing 300 mm sanitary on Torch Lane, and stormwater connection to the existing 750 mm on Torch Lane. A Stormwater Management Report ("SWM Report") has been prepared from MTE, and it concludes that the stormwater management design provides for adequate attenuation of the 5, 10, 25, 50, and 100-year storm events and provides adequate water quality control. The SWM report also provides water balance analysis, and concludes that upon construction completion, the Subject Lands will conform to the design criteria specified by the City of Guelph.

3.2 Affordable Housing Report

The following Affordable Housing Strategy demonstrates how the affordable housing units provided through the Proposed Development address the City's Official Plan objectives and policies for affordable housing.

City of Guelph Official Plan

Section 7.2 of the City of Guelph Official Plan includes policies for Affordable Housing to ensure an adequate supply and diversity of housing types and levels of affordability that meet the housing needs of the City's current and future residents. The City ensures the provision of affordable housing through implementing minimum housing targets that is affordable for low to moderate-income households, and permitting and facilitating all forms of housing to meet social and physical health requirements, including special needs requirements.

In the City of Guelph Official Plan, the annual affordable housing target requires that an average of 30% of new residential development constitute affordable housing. Of which, 25% shall contain affordable ownership units, 1% affordable primary rental units and 4% affordable purpose built secondary rental units. The affordable housing target should be implemented through new development applications through various planning tools including, policy, approvals, financial incentives, and community partnerships.

Section 7.2.2 of the Official Plan provides general policies that aim to meet housing needs of residents through providing a range of housing types and densities. Policy 7.2.2.9 states that affordable housing will be provided throughout all areas of the city to ensure there is an adequate supply, range and geographic distribution of all housing types. It is also noted

that affordable housing is encouraged to locate where served by transit, and other services such as, shopping, parks and other community facilities (Policy 7.2.2.10).

The Proposed Development will provide for 21 affordable housing units within the proposed 14 storey apartment building. This will contribute to the City's housing targets as outlined in the OP. It will also achieve increased densities and incorporate a variety of unit types and sizes to meet a range of affordability needs that aim to fulfill the unique social and economic interests of residents and will result in additional unit types in an existing area thereby contributing to a greater range in housing type and tenure to help meet social and economic needs of residents.

The Subject Lands are designated as a 'Mixed-Use Corridor 1' and 'High Density Residential' and are within a 'Strategic Growth Area' as per the City of Guelph Official Plan. The intent of these designations are to promote the creation of developments that are compact, incorporate transit-supportive densities, are co-located near community amenities, and encourage active mobility. Due to these factors, the Subject Lands is an ideal location for dense forms of housing as the proximity of existing services and infrastructure creates the conditions for an affordable lifestyle that accommodate all stages of life.

Housing Affordability Strategy

In December 2024, the City approved a Housing Affordability Strategy which replaced the City's previous 2017 Affordable Housing Strategy. The strategy outlines 30 actions to bring more housing that is affordable to Guelph over the next decade. The Provincial Planning Statement 2024 (PPS, 2024) defines affordability for land use planning matters using a market-based approach. The City acknowledges the market-based approach in the PPS however, while a market-based approach may sometimes reflect lower rents, the strategy focuses on an income-

based definition as it is more human-centred, ensuring that housing costs are affordable relative to household income.

The Strategy concluded that of the total 14,470 ownership housing units anticipated to grow over the 2024 to 2051 period, approximately 18% (2,460 units) need to be affordable; and, of the total 11,505 rental housing units anticipated, 53% (6,060 units) need to be affordable.

Growth Management and Affordable Housing Monitoring Report

The City of Guelph provides an annual Growth Management and Affordable Housing Monitoring Report, which includes benchmark price for affordable ownership. The July 3, 2025, Information Report includes the latest version of the Growth Management and Affordable Housing Monitoring Report for 2024.

The report concluded that for the year 2024, approximately 4% of newly constructed residential units were sold below the affordable housing ownership benchmark price of \$398,800, which does not meet the affordable ownership target of 25% outlined in the Official Plan. For comparison, in 2023, there were no units sold below the affordable benchmark price of \$429,016, while 22% of new units created in 2022 were sold below the benchmark price of \$455,125, and 28% were sold below the benchmark price of \$420,125 in 2021. The City determines the affordable housing benchmarks for both home ownership and rental units vary by municipality and are set through a bulletin released by the Minister of Municipal Affairs and Housing. The goals for the year 2025 are as follows:

- The affordable housing benchmarks in 2025 for ownership units is \$407,100 for all unit types

- The affordable housing benchmarks in 2025 for rental units are provided below by unit types:

- Bachelor: \$1,271
- 1-Bedroom: \$1,598
- 2-Bedroom: \$1,740
- 3-Bedroom: \$1,935

At this time, it has been confirmed that this will be a purpose-built rental building, and on-going discussions with City staff will be required to confirm the pricing of the affordable units upon completion.

Unit Descriptions and Amenity Areas

The Proposed Development will permit 275 apartment dwelling units (416 bedrooms), unit breakdown is provided further in **Table 4**. Of the proposed 275 units, 21 affordable housing units will be provided within the purpose-built rental building.

Both indoor and outdoor amenity spaces are proposed for residents. Outdoor amenity areas are comprised of amenity, landscaped areas including a biophilic garden, and green roofs proposed at 4,108 square metres. The indoor amenity areas are proposed on levels 1 and 7 of the apartment building for a combined area of 870 square metres. A total of 4,977 square metres will be provided as common amenity spaces for the Proposed Development.

City of Guelph Community Planning Permit System By-law

Section 1.14.3 of the Community Planning Permit System By-law requires an exchange for the approval of additional building height or density for a development containing a residential use. In accordance with Table 1.2 in the CPPS By-law, residential development within Class 2 building height (14 storeys) or density

threshold (250 units per hectare) shall provide a minimum of 33 per cent of all residential units (rental or ownership) above the maximum Class 1 building height, but within the maximum Class 2 building height.

The maximum Class 1 building height in the HDR Zone is 10 storeys, and from the 11th-14th storey 56 units are proposed. Further, in the Site-Specific HDR-8(PA) Zone, the maximum Class 1 building height is 8 storeys within 30 metres of the westerly interior side lot line, and within 30 metres of the westerly interior site lot line there are a total of 6 units proposed on the 9th and 10th storeys. The total number of residential units above the maximum Class 1 building height is 62 units. Therefore, a minimum of 21 affordable housing units in exchange for additional building height is required for the Proposed Development. A total of 21 affordable housing units is proposed which satisfies the requirements of the CPPS By-law.

Affordable Housing Report Summary:

This Affordable Housing Report has been included as part of the PJR in support of the proposed CPP application that will facilitate the Proposed Development. The Proposed Development intends to provide 21 affordable housing units that will contribute the City's affordable housing targets and meets the requirements in exchange for additional building height as outlined in the CPPS By-law. The proposed 275 units will be located in proximity to existing services and infrastructure that can accommodate all stages of life.

Based on the above, the Proposed Development addresses the affordable housing policies of the Official Plan, the Housing Affordability Strategy, the Growth Management Affordable Housing Monitoring Report, and the Community Planning Permit System By-law.

3.3 The Application

Class 2 Staff Variations

The Class 2 Staff Variation Application requests relief from the general provisions, parking standards, the zone standards of the High Density Residential (HDR) Zone and the Site-Specific Provision 8 Parking Adjustment Area (HDR-8(PA)) zone regulations of the CPPS By-law:

1. Rooftop Mechanicals and Elevator Penthouses

The requested variation to Section 4.0 General Provisions (4.15.2.c) is to permit a maximum height for a mechanical penthouse of 4.8 metres, which also contains the elevator penthouse (which is permitted 6.0 metres in height), whereas the by-law requires a maximum of 3 metres.

2. Location of Parking Spaces

The requested variation to Section 5.0 Parking (5.2.2.a) is to permit five parking spaces to be located in the front yard whereas the by-law requires all parking to be located in the rear or interior side yard to provide accessible and drop-off parking spaces near the building entrance.

3. Number of Parking Spaces

The requested variation to Section 5.0 Parking (5.2.3) is to permit a minimum parking supply of 273 parking spaces, equivalent to approximately 0.99 spaces per dwelling unit, whereas Section 5.5 and Table 5.3 of the Community Planning Permit By-law require a minimum of 303 parking spaces, equivalent to 1.0 resident parking space per

dwelling unit plus 0.1 visitor parking spaces per dwelling unit for an apartment building.

4. Residential Density

The requested variation to Section 6.0 Stone Road/Edinburgh Road Community Planning Permit Precincts (Table 6.2) is requested to permit a maximum net residential density of 250 units per hectare, whereas Table 6.2 of the Community Planning Permit By-law permits a maximum residential density of 150 units per hectare in the High Density Residential precinct.

common amenity area of 20 square metres per dwelling unit for lands in the High Density Residential precinct. Table 6.2 permits the minimum common amenity area standard to be reduced by 10% through a Class 2 Staff Variation, to 18 square metres per dwelling unit.

In order to facilitate the Proposed Development, the identified variations are required and all other provisions in the CPPS By-law are met.

An in-depth analysis of the proposed Class 2 Staff Variations is provided in **Section 5.0** of this report.

5. Building Height and Angular Plane

The requested variation to Section 6.0 Stone Road/Edinburgh Road Community Planning Permit Precincts (Table 6.2) and Section 7.0 Site Specific Provisions ((7.3.2.b)(iii)) is requested to permit a maximum building height of 14 storeys within 30 metres of the westerly interior side lot line, whereas Section 7.3.2(b)(iii) of the Community Planning Permit By-law limits building height to 8 storeys within 30 metres of the westerly interior side lot line. A Class 2 Staff Variation is also requested to permit an angular plane of 38.5 degrees projected from the centre line of Torch Lane, whereas Section 7.3.2(b)(iii) requires that building height not exceed a 35-degree angular plane projected from the centre line of Torch Lane.

6. Common Amenity Area

The requested variation to Section 6.0 Stone Road/Edinburgh Road Community Planning Permit Precincts (Table 6.2) is to permit a minimum common amenity area of 4,977 square metres, equivalent to approximately 18.1 square metres per dwelling unit, whereas Table 6.2 of the Community Planning Permit By-law requires a minimum

4.0 Policy Analysis



This section of the PJR provides an overview of the applicable policy and regulatory context guiding growth and development of the Subject Lands, and how the proposed redevelopment is consistent with and conforms to the policy and regulatory framework.

4.1 Provincial Planning Statement, 2024

The *Provincial Planning Statement, 2024* ("PPS") is issued under Section 3 of the *Planning Act* and came into force on October 20, 2024. The PPS replaced the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* to form a consolidated statement of the Provincial government's policies on land use planning. The PPS focuses on providing municipalities with the tools and flexibility needed to build more homes by enabling municipalities to plan for and support development, align development with infrastructure, foster the long-term viability of rural areas, and protect agricultural lands, the environment and public health and safety.

As outlined in Section 1.9.1 of the CPPS By-law, the Proposed Development requires consistency and conformity to provincial policy, regulations, and standards, as amended with the PPS.

Within the terms of the PPS, the Subject Lands are located within a Settlement Area and the Community Planning Permit By-law for Stone Road and Edinburgh Road Area that the City has identified to be a focus of intensification and higher-density mixed uses, and thus meets the definition of a Strategic Growth Area ("SGA") in the PPS.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Section 2.1, Planning for People and Homes, provides guidance to municipalities for forecasting and accommodating growth. **Policy 2.1.6** provides direction to municipalities to support the achievement of complete communities, including by accommodating an appropriate range and mix of land uses, housing options, transportation options, institutional and employment uses, and parks to meet long-term

needs for people of all ages, abilities, and incomes, including equity-deserving groups.

Section 2.2, Housing, requires planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected needs for current and future residents. **Policy 2.2.1** establishes the implementation of minimum targets of housing that is affordable to low and moderate income households to address a full range of housing options including affordable housing needs. To achieve this, municipalities shall: permit and facilitate all housing options and all types of residential intensification and redevelopment; promote densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and require transit-supportive development and prioritize intensification in proximity to transit.

The Proposed Development will contribute 275 new housing units ranging from 1-bedroom to 3-bedroom unit types to accommodate people of all stages of life. It is noted that of the 275 units proposed, 21 units shall be affordable housing units to meet the needs for people of all incomes and to assist in meeting the affordable housing needs of the Province. The Subject Lands are located in an area that is intended for growth and intensification that is supported by existing public service facilities, transportation services, and active transportation infrastructure.

Section 2.3.1, General Policies for Settlement Areas, includes policies requiring Settlement Areas to be the focus of growth and development. Within Settlement Areas, growth should be focused in SGAs. **Policy 2.3.1.2** specifies that land use patterns within Settlement Areas should be based on densities and a mix of uses, including those that that: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; and are transit-supportive. **Policy 2.3.1.3** requires planning authorities to support general intensification and redevelopment to support

the achievement of complete communities, including by planning for a range and mix of housing options.

Section 2.4.1, General Policies for Strategic Growth Areas, provides policies outlining best practices for planning SGAs to support the achievement of complete communities, a range and mix of housing options, intensification and affordable housing. **Policy 2.4.1.2** outlines that SGAs should be planned to accommodate significant population growth, support the transit network, and support affordable, accessible and equitable housing. **Policy 2.4.1.3** establishes that municipalities should identify the appropriate type and scale of development in SGAs and the transition of built form to adjacent areas; and permit development and intensification in SGAs to support the achievement of complete communities and a compact built form.

The Proposed Development supports the Province's policies for Settlement Areas and Strategic Growth Areas by proposing a high-density residential development in an SGA with a mix of unit types and affordable housing. The requested Class 2 Staff Variations for increases in maximum building height and maximum residential density is appropriate for the Proposed Development as it is located in an area identified by the City of Guelph for intensification. The Shadow Study prepared by Kirkor Architects and Planners demonstrates how the Proposed Development and the increased setback at the westerly lot line incorporates land use compatibility that achieves a suitable transition to the surrounding land uses. The building siting and detailed design promotes a compact built form is of appropriate type and scale that aligns with the City's intentions for SGAs that supports the use of active transportation and is transit supportive through the incorporation of reduced parking rates, 303 proposed bicycle parking spaces and proximity to existing transit infrastructure.

Section 2.9, Energy Conservation, Air Quality and Climate Change, promotes the reduction of greenhouse gas emissions and

encourages development that adapts to the impacts of climate change through incorporating climate change considerations in the development of infrastructure, supporting energy conservation and efficiency, and promote compact, transit-supportive, and complete communities.

The Provincial policies for energy conservation, air quality and climate change are supported by Proposed Development through the means of reduced parking rates, 303 bicycle parking spaces, 340.32 square metres of green roofs, and 3,827.40 square metres of outdoor amenity and landscaped areas. The reduction in proposed parking will promote the use of public transit and forms of active transportation that are further supported by the location of the Subject Lands in relation to existing transportation infrastructure and the proposed bicycle parking spaces within the Proposed development.

Chapter 3: Infrastructure and Facilities

Section 3.2, Transportation Systems, states that transportation systems should be safe, energy efficient, facilitate the movement of people and goods, meet projected needs, and support the use of low emission vehicles. Additionally, **Policy 3.2.2** supports the efficient use of existing and planned infrastructure, including through the use of transportation demand management ("TDM") strategies.

Section 3.5, Land Use Compatibility, specifies that sensitive land uses shall be planned and developed to minimize and mitigate any potential adverse effects and minimize risk to public health and safety where avoidance is not possible. Where avoidance is not possible, **Policy 3.5.2** specifies that development of adjacent sensitive land uses is only permitted if potential adverse effects to the proposed sensitive land use and potential impacts to major facilities are minimized and mitigated in

accordance with provincial guidelines, standards and procedures.

The Subject Lands are located in proximity to existing bus stops along Janefield Avenue, Scottsdale Drive, and Stone Road West. Further, there are existing cycling infrastructure and trails that are accessible to the future residents of the Proposed Development. The proposal meets the minimum requirements and provides for 303 bicycle parking spaces to promote active transportation and the proposed reduced parking rate of 273 spaces is appropriate due to the site's proximity to existing transportation systems.

Section 3.6, Sewage, Water, and Stormwater, states that planning for sewage and water services shall accommodate forecasted growth in a timely and efficient manner that optimizes the use of existing infrastructure, is feasible and financially viable, protects human health and environmental safety, and is efficient. Planning for stormwater management shall be integrated with sewage and water services, to ensure optimization of the system, promote best practices, and align with municipal plans for stormwater management.

The Proposed Development will ensure optimization of existing municipal infrastructure that can accommodate the forecasted growth in the high-density residential development. As concluded in the Stormwater Management Report prepared by MTE, the proposed stormwater management design provides adequate attenuation of the 5-, 10-, 25-, 50- and 100-year storm events and provides adequate water quality control.

Section 3.9, Public Spaces, Recreation, Parks, Trails and Open Space, promotes healthy, active and inclusive communities, including by planning public streets to be safe, meet the needs of persons of all ages and abilities, foster social interaction and facilitate active transportation and connectivity; and by planning and providing for the needs of persons of all ages and abilities in the distribution of a

full range of publicly-accessible built and natural settings for recreation, including parklands.

Provincial Planning Statement Summary:

In summary, the Proposed Development:

1. Facilitates the efficient use of land and resources through the development of underutilized lands within the existing Settlement Area within the Community Planning Permit By-law for Stone Road and Edinburgh Road Area, where growth is to occur;
2. Supports the creation of a complete community, by providing for high density, affordable rental housing integrated with daycare uses and in proximity to existing community amenities;
3. Provides for an appropriate range and mix of housing options and density to meet current and future resident needs by intensifying an underutilized site with a residential density that efficiently uses land and infrastructure, and supports the use of active transportation;
4. Promotes healthy, active, and inclusive community that facilitates active transportation use and community connectivity;
5. Promotes opportunities for transit-supportive development, in an appropriate location that accommodates a significant supply of affordable rental housing; and,
6. Is not located in an area of unacceptable risk to public health or safety.

Based on the above analysis, The Proposed Development is consistent with the Provincial Planning Statement by providing for a high-density residential development which makes efficient use of existing infrastructure while providing for much needed supply of affordable rental housing.

4.2 City of Guelph Official Plan

The Guelph Official Plan ("OP") was adopted by City Council on November 1, 1994, and approved by the Ministry of Municipal Affairs and Housing on December 20, 1995. The OP has been comprehensively updated in 2001, 2009-2012, on April 11, 2023, through OPA 80, and most recently on April 8, 2025, through OPA 105 to enable the Community Planning Permit System. The OP sets out Council's direction for the City's long-term growth and development and is intended to serve as the basis for managing development to 2051.

The Official Plan Amendment ("OPA") No. 105 was initiated by the City of Guelph in conjunction with a City initiated Community Planning Permit By-law that amended Section 10.11, 12 and Schedule 1A to implement a Community Planning Permit System.

The Subject Lands are designated 'Mixed-Use Corridor 1' which apply to the easterly portion of the site, and 'High Density Residential' which apply to the remainder of the site as per Schedule 2 – Land Use Plan (**Figure 9**). It is noted that the Subject Lands are also within proximity to a 'Future Highway Interchange' that is located at the intersection of Stone Road West and Highway 6. Schedule 1A – Urban Structure (**Figure 10**) also identifies the Subject Lands as a 'Strategic Growth Areas' and within the 'Built-Up Area'.

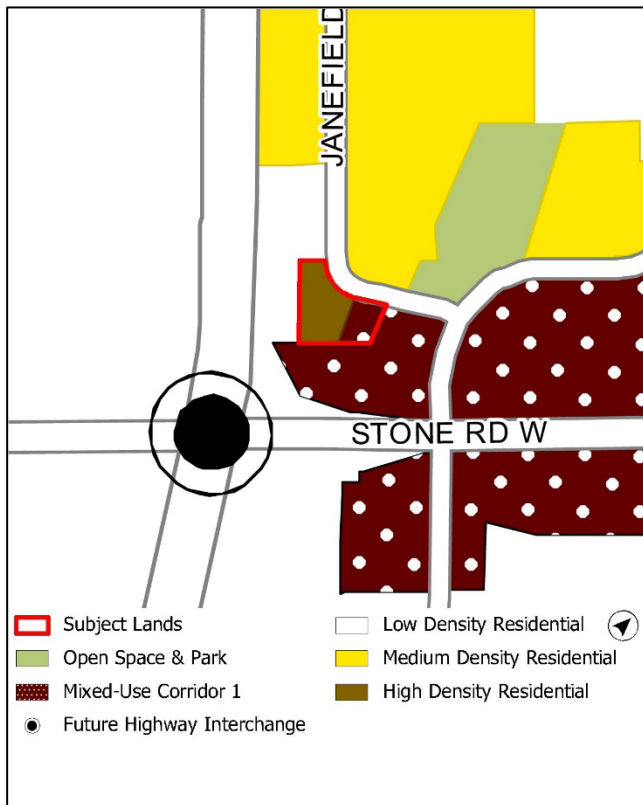


Figure 9: OP Schedule 2 – Land Use Plan

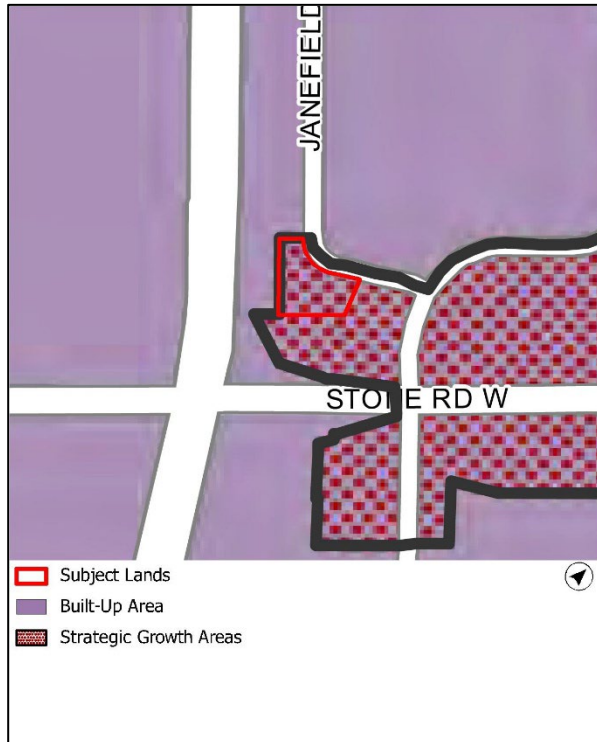


Figure 10: OP Schedule 2 – Intensification Areas

Section 2: Strategic Directions

Section 2.1: Vision, specifies the key guiding principles for land use patterns that shape the city's social, economic, cultural, and natural environments which includes a providing a full range and mix of housing that is accessible and affordable and establishes a community where residents can safely walk, cycle, ride transit, or drive anywhere they want to go.

Section 2.3: Strategic Goals of the Plan, The City implements the Vision through strategic goals including: Planning a Complete and Healthy Community, Protecting what is valuable, Transportation, Municipal Services, Community Infrastructure, Urban Design, Downtown, and Implementation.

Section 3: Planning a Complete and Healthy Community

Policy 3.1.1, ensures that an appropriate range and mix of housing including affordable housing are provided, that the City provides for urban growth and land use patterns that support community needs, that development is planned to meet the goals, objectives and policies of this Plan, and to enhance a safe, liveable and healthy community.

Policy 3.2.1, forecasts a population of 208,000 people by the year 2051 in the City of Guelph. **Section 3.3**, sets out policies to provide for a diverse range and mix of housing options and densities including affordable housing through residential intensification and redevelopment. Intensification is planned specifically within the Downtown and Strategic Growth Areas, the minimum intensification target is 46% of all annual residential development to occur in the delineated built-up area (**Section 3.4**). **Policy 3.4.5**, outlines that development within the

delineated Built-up Area will be encouraged to generally achieve higher densities than the surrounding areas while achieving an appropriate transition of built form to adjacent properties.

Section 3.6: Strategic Growth Areas, outlines that SGAs will be planned to provide for increased residential densities that support and ensure the viability of existing and planned transit service levels. Policy 3.6.4, identifies the density target for Stone Road at Edinburg Road SGA will be planned to achieve a minimum 160 residents and jobs combined per hectare.

The Proposed Development supports the policies outlined in Section 3 of the OP as it will provide for 275 new housing units in a variety of sizes and consists of 21 affordable housing units. These new units assist in meeting the City's target population of 208,000 people by 2051 and the minimum intensification target for residential development within the Build-up Area. Further, the Proposed Development is located within the Stone Road SGA and is designed with increased heights and density that will utilize the City's existing public and active transportation networks.

Section 5: Movement of People and Goods – An Integrated Transportation System

Section 5, provides that the City shall develop to a safe, efficient, convenient and sustainable transportation system that provides for all modes of travel including cycling and walking to support sustainable land use patterns. **Policy 5.1.5,** identifies that public transit will be an integral component in planning for new development areas.

Section 5.4: Active Transportation – Walking and Cycling and Section 5.5: Public Transit, establish the importance of promoting active- and transit-supportive land uses and urban intensification that utilizes multi-modal transportation. The City supports the ongoing enhancement of a pedestrian and bicycle system that is convenient, safe and pleasant, serves both commuter and recreational purposes and provides access throughout the city (**Policy 5.4.2**). **Policy 5.5.2.v,** requires new developments to plan for the provision of transit in an integrated and comprehensive manner especially when planning for developments for higher density housing.

The Proposed Development will provide for 303 bicycle parking spaces and is located in proximity to existing City trails as well as several bus stops that provide access to a variety of transit service lines. As justified in the TCR prepared by BA Group, the reduced parking rate proposed is supported by the available transportation and cycling network to provide access throughout the City.

Section 6: Municipal Services and Infrastructure

Section 6, outlines that the City will also provide adequate servicing to support Guelph's growth, shall direct development to areas where full municipal services are existing while also striving to protect, maintain, enhance and sustainably manage the finite groundwater and surface water resources that are needed to support the City's existing and planned growth. The provision of infrastructure, including drinking water, wastewater, stormwater and waste management, electrical and telecommunication services all support development.

As demonstrated in the Servicing Design Package and Stormwater Management Report prepared by MTE, the Proposed Development can be sufficiently serviced by the existing municipal infrastructure and available capacity.

Section 7: Community Infrastructure

Section 7, promotes a physically active and healthy community that meets resident needs for active and passive recreation activities and adequate supply, range and geographic distribution of housing types including affordable housing, special needs housing are provided to satisfy the needs of the community.

Section 7.2: Affordable Housing, sets out the objectives and policies for affordable housing in the City of Guelph. **Policy 7.2.1.2**, establishes the City's affordable housing target of an average of 30% of new residential development constitute affordable housing of which 25% will consist of affordable housing ownership units, 1% affordable primary rental units, and 4% affordable purpose built secondary rental units.

The Proposed Development will provide for 21 affordable housing units of the 275 total units proposed that range from one bedroom to three bedroom unit types. The variety in housing options and affordability assist in meeting the requirements of the City's affordable housing target that will accommodate all stages of life and needs of the community.

Section 8: Urban Design

The OP outlines the importance of urban design to enhance the sense of a community of neighbourhoods while encouraging innovative

design and development opportunities, build a compact, mixed-use and transit-supportive community, and encourage intensification of existing urban areas. **Section 8.9: Built Form – High-Rise Buildings**, provides policies for buildings above six storeys in height including incorporating a distinctive podium, providing parking primarily below grade, addressing building massing, shadows, and views, and reduced floor plate sizes for the tower portion to encourage slender and elegant tall building designs. **Section 8.11: Transition of Land Uses**, requires an appropriate transition between different land uses and built heights of adjacent buildings to achieve compatibility and reduce adverse impacts on the streetscape.

The Proposed Development represents a desirable urban form that is compatible and consistent with the neighbouring uses. The Subject Lands are located within an Intensification Area. As further justified in Section 3.1 of this report, the Proposed Development has been strategically designed to provide an appropriate built-form in an SGA and provide an adequate transition to the surrounding land uses through thoughtful setback, step backs, and massing.

The Proposed Development contributes new residential uses to the surrounding neighbourhoods that reflects appropriate land use and urban design principles that have been coordinated through a collaborative process with City of Guelph staff.

Section 9: Land Use

Section 9.3.4: High Density Residential, Policy 9.3.4.1, requires lands within this designation to permit high density multiple unit residential buildings generally in the form of apartments. **Policies 9.3.4.2 and 9.3.4.4**, require a minimum height of 3 storeys, a

maximum height of 10 storeys, and that within SGAs the maximum net density shall be 250 units per hectare.

Section 9.4.4: Mixed-use Corridor (1 and 2), promotes intensification and revitalization of commercial corridors. Permitted uses in the Mixed-Use Corridor 1 designation include high density multiple unit residential buildings and apartments (**Policy 9.4.4.9**). **Policy 9.4.4.13,** outlines that for properties within the Stone Road SGA, the maximum net density is 250 units per hectare and the maximum height is 14 storeys for freestanding residential buildings.

The Proposed Development consists of a 14-storey residential building that proposes 275 units, of which 21 are affordable housing units, that will have a density of 250 units per hectare. The proposed height and density of this development is permitted within both the High Density Residential and Mixed-Use Corridor 1 land use designations and the maximum height and density requirements within the Stone Road Strategic Growth Area.

City of Guelph Official Plan Summary:

In summary, the Proposed Development:

1. Supports the City's vision for a strong, sustainable, diversified economy that provides new residential and affordable housing opportunities and a variety of mobility options for people of all ages and abilities.
2. Contributes to the City's growth targets and will assist in achieving the minimum target of 280,000 people by 2051 and will implement the goals and objectives of intensification in the City's Built-up Area.
3. Conforms to the policies of the Strategic Growth Areas by providing increased density and heights for a multi unit residential building which is encouraged by the City of Guelph.
4. Establishes a complete community and multi-modal city by proposing compact development that integrates residential uses into the established neighbourhood that facilitates alternative modes of transportation by proposing reduced parking rates, 303 bicycle parking spaces, and promoting access by public transit, cycling, and walking.
5. Supports the City's transit network and transportation demand management by providing access to the existing bus stops along Janefield Avenue, providing new sidewalks along the street frontage, and an internal sidewalk network within the Proposed Development.
6. Utilizes available servicing capacity by providing new connections to existing municipal infrastructure.
7. Contributes to the City's affordable housing target by providing 21 affordable housing units ranging from one bedroom to three bedroom units.
8. Achieves land use compatibility with the surrounding retail, areas as it minimizes and mitigates any potential adverse effects and minimizes risk to public health and safety by providing for appropriate transition to, and separation from such land uses through thoughtful site and building design, setbacks, and step backs.
9. Conforms to the High Rise Residential and Mixed-use Corridor 1 designation

policies that will provide for new residential uses in a Strategic Growth Area.

The Proposed Development and the requested variations are in conformity with the policies of the City of Guelph OP.

4.3 Growth Management and Affordable Housing Monitoring Report

The Growth Management and Affordable Housing Monitoring Report is an annual report that provides information on land supply, development activity, and achievement of City and Provincial Policies. The 2024 edition of the Report was approved by Council on July 15, 2025. The Subject Lands are identified as a 'Short Term Housing Supply' site contributing to Guelph's Housing Supply, in the Stone Road at Edinburgh Road SGA, as shown in **Figure 11**.



Figure 11: City of Guelph Housing Supply Sites, 2024

Section 2: Population and Employment

Section 2.1: City of Guelph Population Statistics, concluded that there was a growth rate of 0.9% from 2023 to 2024 which is below the long term average growth rate of 1.2 % or 947 units constructed per year to achieve the forecast population of 208,000 by 2051. In order to achieve the forecast population, the City of Guelph will need to accommodate an estimated additional 51,400 people and 29,000 jobs by the year 2051.

The Proposed Development will provide for 275 new housing units ranging from one bedroom to three bedroom varieties, of which 21 will be affordable unit types. These new units will contribute to the City's overall target goal of 208,000 people by 2051 and constitute almost 30% of the City's annual goal of 947 units constructed per year.

Section 3: Building Permit Activity

3.1 20-year historical building permits by dwelling type, the report identified that 629 building permitted were issues for newly constructed dwellings in 2024, which is the fewest number of residential permits in Guelph over the last 20 years. Apartment construction is expected to continue to remain strong over the longer term, which will contribute to the achievement of Guelph's growth targets, including the intensification target in the built-up area, and the density targets within the strategic growth areas.

The Proposed Development will contribute to the anticipated apartment construction that will

provide new housing supply to the City's Built-up Area, and the Stone Road at Edinburgh Road Strategic Growth Area.

Section 4: Growth Targets

Section 4.4: Strategic growth area density targets, the Stone Road at Edinburg Road Strategic Growth Area identifies a target density of 130 residents and jobs per hectare and in 2024 recorded a current density of 61 residents and jobs per hectare. Although minimum density targets are no longer required under the Provincial Planning Statement (PPS), 2024, which came into effect on October 20, 2024, Guelph's OP continues to identify minimum density targets for SGAs.

It is noted that the City's OP identifies a minimum density of 160 residents and jobs per hectare which is inconsistent with the minimum density target identified in the 2024 Growth Management and Affordable Housing Report. As concluded in the report, the current density in the Stone Road SGA is not meeting either density target identified in the report or in the OP. The Proposed Development will assist in meeting these density targets and will provide for 275 new units within the SGA of which 21 will be affordable housing units.

Section 5: Housing

Section 5.1: Housing supply, indicates that Guelph has enough land to accommodate 23.5 years of housing supply and in 2024 identified there is currently 6.4 years of housing supply that is zoned with servicing capacity (short-term housing supply). The report identifies sites contributing to Guelph's Housing Supply, in the Stone Road at Edinburgh Road SGA, two sites are identified as 'Short Term Housing Supply' of

which one of the sites includes the Subject Lands.

Section 5.2: City of Guelph housing forecast, establishes that an average of 947 residential units are to be constructed per year to meet the City's population forecast of 208,000 residents by 2051. In 2024, permits for the creation of 629 residential units were issued, which is 66 per cent of the City's long-term average annual target of 947 residential units to be created each year to 2051.

Section 5.3: City of Guelph housing mix: total housing stock, 2006 to 2051, indicates that Guelph's existing housing stock is predominantly low-density housing in the form of single detached and semi-detached units. The City demonstrates that by 2051 there will be a more balanced housing stock and anticipates an increased construction of medium and high-density forms of housing.

The Proposed Development is aligned with the projected housing supply, housing forecast, and housing mix for the City of Guelph. The proposed 275 units of which 21 affordable units will developed on a site identified for short-term housing supply, will contribute to the average annual housing construction target that was unable to meet the annual target in 2024, and assist in providing a balanced housing mix that are alternative housing options to the detached and semi-detached housing types, which dominate Guelph's housing landscape.

Section 6: Affordable Housing

Section 6.1 Achievement of affordable housing targets, demonstrates that the City did not meet the target for affordable ownership but exceeded the target for affordable purpose-built secondary rental units. Guelph's Housing Affordability Strategy, which came into effect in

2025, introduces incentives for the creation of new affordable rental housing, including vacant unit renewal grants, affordable housing unit grants that provide an up-front tax rebate of up to \$25,000 per affordable rental unit, and seed funding that has become available for non-profit organizations will all support future development of affordable rental housing.

The Proposed Development includes 21 affordable housing units that will contribute to the City's Housing Affordability Strategy.

City of Guelph Growth Management and Affordable Housing Monitoring Report Summary:

In summary, the Proposed Development:

1. Contributes to the City's growth targets and will assist in achieving the minimum target of 280,000 people by 2051 and will implement the goals and objectives of intensification in the City's Built-up Area.
2. Will issue residential building permits that meet the City's expectations for apartment construction.
3. Provides new housing supply that will contribute to the intensification target in the City's Built-up Area, and the density targets within the Stone Road at Edinburgh Road Strategic Growth Area.
4. Assists in growing the City's short-term housing supply, achieving the City's housing forecast, and balancing the City's existing housing mix.
5. Provides 275 housing units of which 21 affordable housing units.

The Proposed Development and the requested variations are in conformity with the policies of the City of Guelph Growth Management and Affordable Housing Monitoring Report.

4.4 City of Guelph Community Planning Permit System By-law

The CPPS By-law was approved by City Council on April 8, 2025, which deleted previous Section 10.11 Development Permit System in the City's OP in its entirety and replace it with the CPPS. Further, the City's Zoning By-law and Site Plan Control By-law shall not apply within areas where a CPPS By-law has been enacted.

In accordance with the City of Guelph CPPS By-law the Subject Lands are zoned 'High Density Residential' Precinct with Site Specific Provision 8 (HDR-8) as per Schedule B – Precincts and Site Specific Provisions (**Figure 12**). The Subject Lands also zoned with 'Holding Provision PA' (HDR-8(PA)) per Appendix A – Holding Provisions as demonstrated in (**Figure 13**).

The permitted uses for lands zoned as HDR-8(PA) include the uses outlined in **Table 2**.

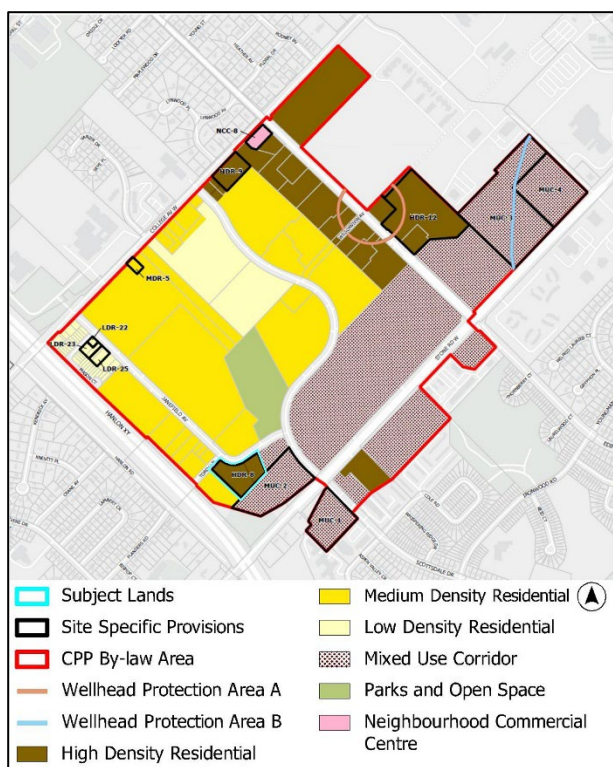


Figure 12: CPPS Schedule B – Precincts and Site Specific Provisions

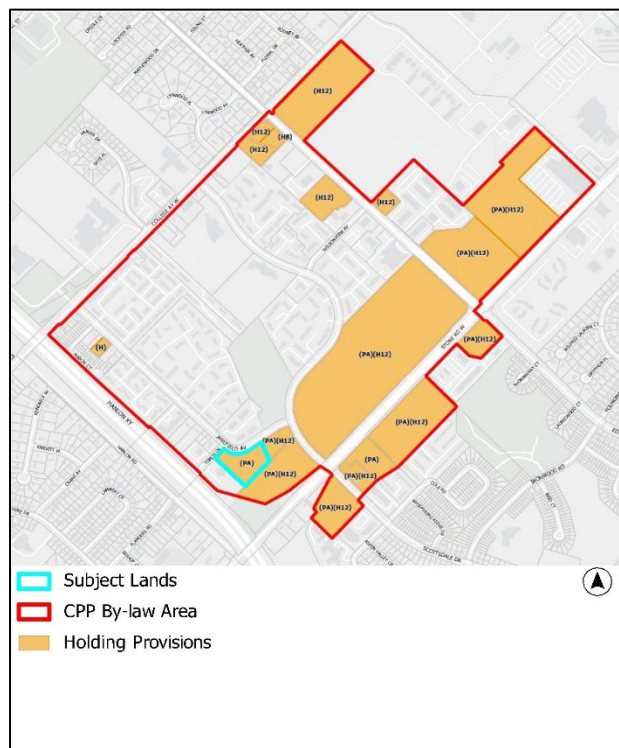


Figure 13: Appendix A – Holding Provisions and Parking Adjustment Areas

TABLE 2: PERMITTED USES IN THE HDR-8(PA) ZONE	
PERMITTED USES IN ALL PRECINCTS	
Community centre	
Food vehicle	
Medical clinic	
Parks and trails	
Place of worship	
Public hall	
Recreation facility	
School	
Municipal parks and municipal recreation facilities	
Public and private infrastructure	
PROHIBITED USES	
Abattoir	
Body rub parlour	
Bulk fuel depot	
Concrete plant	
Gaming establishment	
Parlour, adult entertainment	
The incineration or disposal of biomedical wastes, organic or inorganic chemical wastes, or radioactive wastes	
Salvage yard	
Waste transfer station	
PERMITTED USES IN HIGH DENSITY RESIDENTIAL PRECINCT	
Apartment building	
Convenience store	
Day care centre	
Home occupation	
Long term care facility	
Retirement residential facility	
Supportive housing	
Legally existing uses, building, and structures	
Other similar uses as a Discretionary Use	

Section 4.0: General Provisions, sets out requirements applicable to all zones such as permitted uses, sight lines, garbage refuse and storage, and building heights. **Section 4.15.1** establishes structures that are exempt from the height restrictions in the CPPS By-law, which includes a rooftop mechanical as exempt. **Section 4.15.1** provides regulations for rooftop

mechanicals and elevator penthouses included minimum setbacks, screening, and height requirements.

Section 5.0: Parking, provides regulations with regard to the location, design, and required rates for loading, parking, accessible parking, bicycle parking, and electric vehicle parking.

Section 6.2.5, requires where an apartment building is proposed to a Low Density Residential or Medium Density Residential property, the development shall incorporate transitions to minimize the impact of shadow and maximize access to sunlight, sky view, and privacy. These transitions include, increased yard setbacks, building step backs, reduction in building massing, introduction of intervening ground-oriented dwelling or built form, or other approaches informed by relevant City approved urban design guidelines.

Section 6.1: Permitted and Discretionary Uses, for High Density Residential Zones indicates that Apartments are permitted in the HDR-8(PA) Zone.

The Proposed Development will provide for an apartment use as permitted in the HDR-8(PA) Zone. Development on the Subject Lands will be subject to the requirements and restrictions relating to the HDR Zone and the Site-Specific Provision 8, as well as the general provisions of the By-law, as shown in **Table 3** below. **Table 3** also includes a review of the compliance of the proposed Site Plan for the Proposed Development with the in-force CPPS standards.

TABLE 3: CPPS BY-LAW REGULATORY REVIEW OF PROPOSED SITE PLAN

PROVISION	REQUIREMENT	PROVIDED	COMPLIANCE
GENERAL PROVISIONS			
4.7.2 Sight Lines	4 m along the street x 5 metres toward the lot at a 90 degree angle.	4 m x 5 m	Yes
4.10 Garbage, Refuse, and Storage	No garbage or refuse shall be stored on any lot except within the building or in a container in an interior side yard or rear side yard.	Waste storage proposed within the building	Yes
4.15.2 Rooftop Mechanicals and Elevator Penthouses	Rooftop mechanicals shall be setback a minimum of 5 metres from the building edge or 1.5 metres from the building edge if enclosed on 4 sides and screened	>1.5 m from building edge	Yes
	Rooftop mechanical max. height: 3m	4.8 m height	Class 2 Variation
	Elevator penthouse max. height: 6m	4.8 m height	Yes
PARKING STANDARDS			
5.2.2.a) Location of Parking Spaces	Interior or rear yard	Front, interior, and rear yard	Class 2 Variation
	3 metres from any lot line	3 m	Yes
5.2.2.b) Locating of Driveway or Surface Parking Area	3 metres from a building wall	3 m	Yes
5.2.2.c) Maximum Surface Parking on Lots > 9,000 sqm	75%	27%	Yes
5.3.1.b) Minimum Two-Way Aisle Width	6.5 m	6.5 m	Yes
5.3.2.3 Parking Space Dimensions for an Apartment Building	2.75 m x 5.5 m	2.75 m x 5.5 m	Yes
5.4.a) Location of Loading Spaces	Rear of the front wall or exterior side wall of a building facing a public street	Rear of the building	Yes
5.5.3 Minimum Number of Required Parking Spaces	1 space per dwelling unit, plus 0.1 visitor spaces per dwelling unit = 303	273	Class 2 Variation
5.5.3 Maximum Number of Required Parking Spaces	1.25 spaces per dwelling unit, plus 0.25 visitor spaces per dwelling unit = 413	273	Yes
5.6 Accessible Parking Space Dimensions	Type A: 3.4 m x 5.5 m Type B: 2.4 m x 5.5 m Access Aise: 2 m	Per requirement	Yes
5.6 Minimum Number of Accessible Parking Spaces	201 to 1,000 req. spaces = 2 + 2% of total spaces = 8 accessible spaces (4 Type A & 4 Type B)	4 Type A & 4 Type B	Yes
5.7.1 Minimum Number of Bicycle Parking Spaces	Short term: 0.1 spaces/unit = 28	28 spaces	Yes
	Long term: 1.0 spaces/unit = 275	275 spaces	Yes
5.7.1.a Long Term Bicycle Parking Spaces	Location: secure, weather-proof enclosure with controlled access	Level 1 underground parking	Yes
	Minimum 25% shall be stored in a horizontal ground-mounted position = 69 spaces	127 horizontal spaces	Yes
	Minimum 5% shall be enclosed (1 m x 2.6 mx 1.9 m vertical clearance) in apartment buildings = 14 spaces	14 enclosed spaces	Yes

5.7.1.b Short Term Bicycle Parking Spaces	Location: within 25 metres from the primary pedestrian entrance to the building	Yes	Yes
	Minimum 25% shall be weather protected = 7 spaces	12	Yes
5.7.2 Bicycle Parking Space and Aisle Dimensions	Horizontal Spaces: 0.6 m x 1.8 m x 1.9 m vertical clearance, aisle width: 1.5 m	Yes	Yes
	Vertical Spaces: 0.6 m x 1.8 m x 1.2 m Horizontal clearance, aisle width: 1.2 m	Yes	Yes
	Stacked Spaces: 0.6 m x 1.8 m x 1.2 m vertical clearance, aisle width: 1.2 m	Yes	Yes
5.8 Electric Vehicle Parking Requirements	Minimum 20% shall be EV parking spaces: 55 spaces	Yes	Yes
	Minimum 80% shall be EV designed parking spaces: 218 spaces		
6.2.5 Building transition	Along the westerly lot line abutting an MDR zone, 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 setbacks; 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	21.98 metres west side setback where 15 metres is required.	Yes
HIGH DENSITY RESIDENTIAL (HDR) ZONE STANDARDS (TABLE 6.2)			
Lot frontage (min)	30 m	123.34 m (Janefield Avenue)	Yes
Residential density (min)	100 uph	250 uph	Yes
Residential density (max)	150 uph	250 uph	Class 2 Variation
Front or Exterior side yard (min)	Front – 6 m (Janefield Ave) Exterior – see site specific	Front – 7.28 m	Yes
Front or Exterior side yard (max)	Front – 11 m (Janefield Ave) Exterior – see site specific	Front – 7.28 m	Yes
Interior side yard (min) (east lot line)	3 m or 7.5 m if unit window faces interior lot line	16.64 m	Yes
Rear yard (min)	7.5 m	20.95 m	Yes
Buffer strip (min)	A 3 m buffer strip is required adjacent to interior side and rear lot lines and around the perimeter of surface parking lots	3.0m	Yes
Landscaped open space (min)	40% of lot area	43.71%	Yes
Building height (min)	3 storeys	14 storeys	Yes
Building height (max)	10 storeys	14 storeys	Class 2 Variation

Floorplate size (max) 7th and 8th Storeys	7 th & 8 th storeys - 1,200 m ²	L7 & L8: 1,200 m ²	Yes Yes
Floorplate size (max) 9th and above storeys	Each storey above 9 th storey - 1,000 m ²	L9-L14: 999.98 m ²	Yes
Building setbacks (min)	3 m for all portions of the building above the 6th storey facing a street for buildings located within 15 m of a street	L7 = 12.40 m	Yes
Active entrance	When a building(s) or portion thereof is within 15 m of a street line, a minimum number of 1 active entrance for every 30 m of street line shall be required for the portion of the building facing the street	Appears to comply	Yes
Common amenity area (min)	20 m ² per dwelling unit = 5,500 m ²	5,022.94 m ²	Class 2 Variation
SITE SPECIFIC PROVISION 8 PARKING ADJUSTMENT AREA (HDR-8(PA)) (SECTION 7.3.2)			
Minimum westerly interior side yard	Despite Table 6.2 the westerly interior side yard shall be a minimum of 15 metres.	21.98 m	Yes
Minimum Exterior yard setback (Torch Lane)	Despite Table 6.2 the minimum exterior side yard fronting onto Torch Lane shall be 30 metres.	32.64 m	Yes
Maximum building height	Despite Table 6.2 the maximum building height shall be limited to 8 storeys within 30 metres of the westerly interior side lot line.	14 storeys	Class 2 Variation
	In addition to provision 6.2.5, building height shall not exceed an angular plane of 35 degrees projected from the centre line of Torch Lane.	38.5 degree angular plane	Class 2 Variation
Maximum building length	That a maximum building length of 65 metres be permitted above the second storey.	63.90 m	Yes
Built form setback	That the building must setback a minimum of 6 metres above the 9th storey from the edge of the building facing the easterly interior side lot line.	6.07 m	Yes

5.0 Class 2 Staff Variation Justification

This section of the PJR provides the justification for the requested Class 2 Staff Variations as identified in **Section 3.2** and how the Proposed Development is consistent with and conforms to the policy and regulatory framework outlined in **Section 4.0**.

1. Rooftop Mechanicals and Elevators Penthouses

The requested variation to Section 4.0 General Provisions (4.15.2.c) is to permit a maximum height for a mechanical penthouse of 4.8 metres, which also contains the elevator penthouse (which is permitted 6.0 metres in height), whereas the by-law requires a maximum of 3 metres.

The requested variation is appropriate because the additional height is required to accommodate essential mechanical and elevator overrun equipment within one consolidated enclosure. Through this consolidation of mechanical equipment, the proposed design avoids the need for multiple pieces of mechanical equipment across the rooftop, providing for a more coherent roof condition that also optimizes the ability to provide amenity area.

The proposed mechanical penthouse is fully enclosed and is setback more than 5 metres from the building edge on the 14th storey. As demonstrated in the Angular Plane diagrams included in the architectural set prepared by

Kirkor Architects and Planners, the increased height of 4.8 m is not visible from Torch Lane at an angular plane of 38.5 degrees nor from 67.80 degrees from the westerly lot line. Section 4.15.1 outlines that rooftop mechanicals are exempt from the height restrictions in the CPP By-law subject to the policies of Section 4.15.2. It is noted in Section 4.15.2.d of the By-law that elevator penthouses are subject to a maximum height of 6 m, and that the definition for 'rooftop mechanicals' includes an elevator penthouse.

The variation maintains the general intent and purpose of the Section 4.15.2, which is to ensure that rooftop mechanical equipment is appropriately limited in terms of visual and compatibility impacts. The requested variance conforms Policy 9.4.4.13 of the Mixed Use Corridor designation in the City's OP as the maximum height of 14 storeys for freestanding residential buildings is maintained through the proposed height of the mechanical penthouse. The proposed mechanical penthouse is integrated with the design of the overall building, and appropriate setback to limit the visibility of the rooftop mechanical on adjacent lands, and as such is not anticipated to create adverse impacts with respect to shadowing, overlook, privacy, or compatibility. Based on this, it is our interpretation that the requested Class 2 Staff Variation is appropriate, and maintains the intent of the CPP By-law.

2. Location of Parking Spaces

The requested variation to Section 5.0 Parking (5.2.2.a) is to permit eight parking spaces to be located in the front yard whereas the by-law requires all parking to be located in the rear or interior side yard to provide accessible and drop-off parking spaces near the building entrance.

The proposed parking spaces in the front yard will accommodate two accessible parking spaces and three drop-off parking spaces for the Proposed Development. The number of parking spaces proposed is limited and are proposed to accommodate accessible parking and short-term/drop-off activity near the main entrance. The proposed location improves barrier free access, pedestrian safety, and convenience for residents and visitors. The general intent of this provision is to avoid larger surface parking areas from dominating the front yard and to direct most parking activity away from the Janefield Road public realm. The proposed variation maintains this intent as there are only 5 parking spaces located in this area which are functionally necessary, whereas the majority of the parking supply remains underground accessed via the rear of the property.

The location of these parking spaces supports direct pedestrian access to the main entrance of the building. At the same time, these spaces also reduce the need for persons using accessible parking spaces, paratransit vehicles, deliveries, and short-term visitors to have to navigate through the site or travel longer distances from the rear or interior side yard parking areas.

Streetscape and public realm impacts are appropriately mitigated through the site design as the landscape program proposes to utilize Sienna stone with landscaping to ensure that parking visibility is minimized and integrated with the overall design.

Overall, the parking spaces will be integrated into the front yard condition, do not obstruct pedestrian connections, loading areas, or other required site elements and are consistent with the general parking location provisions. Based on this, it is our interpretation that the requested Class 2 Staff Variation is appropriate, and maintains the intent of the CPP By-law.

3. Number of Parking Spaces

The requested variation to Section 5.0 Parking (5.2.3) is to permit a minimum parking supply of 273 parking spaces, equivalent to approximately 0.99 spaces per dwelling unit, whereas Section 5.5 and Table 5.3 of the Community Planning Permit By-law require a minimum of 303 parking spaces, equivalent to 1.0 resident parking space per dwelling unit plus 0.1 visitor parking spaces per dwelling unit for an apartment building.

As demonstrated in the Transportation Considerations Report (TCR) by BA Group, the proposed parking rate is appropriate for the proposed development as it anticipates the parking demand for a high density residential development. The intent of the CPP By-law parking requirement is to ensure that new development has an adequate supply of parking while at the same time recognizing that parking demand is subject to site context on a case by case basis. The Subject Lands are located in proximity to Stone Road Mall and other retail/service uses. The Subject Lands are also in close proximity to existing transit services and supports alternative travel modes and opportunities. The requested variance is consistent with the policies in the PPS for accommodating growth within an SGA that supports the existing transportation systems and facilitates active transportation and connectivity within complete communities.

Further, the reduction in parking space is supported by the policies outlined in Section 5 of the City's OP that shall provide for all modes of travel including cycling and walking to support sustainable land use patterns. The OP requires that new developments should plan for the provision of transit, especially when planning for developments for higher density housing. The reduced parking rate in the Proposed Development conforms with the policies in the City's OP when planning for high density residential developments that intends to support all modes of travel.

The proposed parking rate is also supported in BA Group's TCR through observed parking demands at multi-unit buildings in Guelph as documented through the 2023 study completed by BA Group. Through this study, it has been concluded that the proposed parking rates on the Subject Lands align with and exceed peak parking demands observed at contextually comparable sites in the City of Guelph.

The parking reduction is also supported by providing 303 bicycle parking spaces, as well as other measures such as pedestrian connections to the surrounding network, transit information, secure bicycle parking, short-term bicycle parking near the building entrance, and unbundled parking.

Overall, the parking supply proposed continues to provide adequate parking on-site parking to meet the needs of the residents and visitors, and will continue to provide required accessible parking, electric parking, bicycle parking, loading, pick-up/drop-off and site circulation per the By-law requirements. Based on this, it is our interpretation that the requested Class 2 Staff Variation is appropriate, and maintains the intent of the CPP By-law.

4. Residential Density

The requested variation to Section 6.0 Stone Road/Edinburgh Road Community Planning Permit Precincts (Table 6.2) is requested to permit a maximum net residential density of 250 units per hectare, whereas Table 6.2 of the Community Planning Permit By-law permits a maximum residential density of 150 units per hectare in the High Density Residential precinct.

Table 6.2 permits the maximum residential density for HDR lands to be increased up to 250 units per hectare through a Class 2 Staff Variation. The proposed variation is appropriate because the proposed density is specifically contemplated within Table 6.2 for lands in the High Density Residential Precinct. Further to this, the proposed increase in residential density is appropriate in this location because of its proximity to Stone Road Mall and other commercial and service uses within walking distance.

The proposed density will be accommodated within a compact apartment built-form that is subject to the applicable HDR and site-specific built form controls, as proposed to be modified, to accommodate the updated design. The planned residential density supports the efficient use of land, infrastructure, and municipal services. The proposed density increase does not introduce a new land use, but rather allows the site to achieve the higher-density residential function as contemplated for the HDR Precinct.

The increase in density maintains the intent of the policies within the City's OP for the Mixed Use Corridor designation and for the Stone Road SGA that permits a maximum density of 250 units per hectare. The proposed density of 250 units per hectare is also consistent with the policies for SGAs in the PPS that plans these areas to accommodate significant population growth.

The requested density increase would generate approximately 63 dwelling units above the currently permitted density threshold. The CPP By-law includes facilities, services and matters, and a Table (Table 1.2) that provides an overview of items in exchange for additional building height or density. The requirement in this Table is that a minimum of 33% of those additional units must be provided as affordable dwelling units, or alternatively addressed through cash-in-lieu or a combination of affordable units and cash-in-lieu. Based on the proposed density uplift, this requirement results in 21 affordable dwelling units. The proposed development will provide all 21 affordable dwelling units on-site, thereby satisfying the affordable housing component of the required facilities, services and matters and contributing its proportionate share toward the City's broader housing affordability objectives.

The proposed 21 affordable dwelling units contributes to the minimum targets for housing in the PPS that is affordable and will provide a range of housing options that addresses the Province's affordable housing needs. The increase in density will allow for the development of 21 affordable dwelling units in the City of Guelph that represents affordable housing through residential intensification. The requested variance will support the City's strategic growth area target which did not meet its target units in the 2024 Growth Management and Affordable Housing Monitoring Report.

Potential off-site impacts and compatibility with adjacent lands associated with the increased density have been addressed through the site design, built-form controls, transition requirements (as modified), transportation, and other supporting technical materials. Based on this, it is our interpretation that the requested Class 2 Staff Variation is appropriate and maintains the intent of the CPP By-law.

5. Building Height and Angular Plane

The requested variation to Section 6.0 Stone Road/Edinburgh Road Community Planning Permit Precincts (Table 6.2) and Section 7.0 Site Specific Provisions ((7.3.2.b)(iii)) is requested to permit a maximum building height of 14 storeys within 30 metres of the westerly interior side lot line, whereas Section 7.3.2(b)(iii) of the Community Planning Permit By-law limits building height to 8 storeys within 30 metres of the westerly interior side lot line. A Class 2 Staff Variation is also requested to permit an angular plane of 38.5 degrees projected from the centre line of Torch Lane, whereas Section 7.3.2(b)(iii) requires that building height not exceed a 35-degree angular plane projected from the centre line of Torch Lane.

Similar to the density variation noted above, the proposed variation to height is appropriate because the proposed density is specifically contemplated within Table 6.2 for lands in the High Density Residential Precinct. Relief is also required to site specific provision for the Subject lands as the proposed 14-storey height is located within 30 metres of the westerly interior side lot line, and within the 35 degree angular plane from the centreline of Torch Lane.

The proposed height is supportable because it maintains the planned function of the Subject Lands as a high-density residential site within the Stone Road/ Edinburgh Road Community Planning Permit Area. The proposed development consists of a 14-storey residential building containing 275 dwelling units, including a mix of one-bedroom, two-bedroom, and three-bedroom units. The additional height requested further allows the Subject Lands to contributed to the City's housing supply objectives while making efficient use of the lands.

The requested height increase will be accommodated within a consolidated built form. The variance conforms Policy 9.4.4.13 of the Mixed Use Corridor designation in the City's OP as the maximum height requirement of 14 storeys is met for freestanding residential buildings. The Proposed Development represents intensification and compact built form in the Stone Road SGA that is consistent with the general policies for SGAs in the PPS. The requested increase in height is an appropriate type and scale of housing that provides affordable housing units and supports the creation of complete communities in an area intended for growth.

The CPP By-law requires appropriate transition to ensure shadow impacts are minimized. The proposed setback to the west yard is 21.98 metres, where the general regulations require 15 metres. The increased setback provides an additional 6.98 metres of separation beyond the applicable minimum setback requirement. This additional separation assists with the juxtaposition of the proposed high-density residential building and adjacent medium density zoning by increasing the physical separation. As demonstrated in the Shadow Study prepared by Kirkor Architects and Planners, the Proposed Development allows for a balance of sun and shade on outdoor amenity areas at the required dates noted in the City's Terms of Reference between the hours of 10:00 am and 2:00 pm. Further to this, the Proposed Development does not project major shadows on the abutting property to the west, the impacts of the building height imposes partial shadowing from 8:00 am to 9:00 am only during the spring and summer months. As confirmed through the Urban Design Brief, the Proposed Development is anticipated to result in minimal shadow impacts on adjacent residential properties and public spaces. The shadow impacts are not expected to create unacceptable adverse planning impacts, and appropriate

daylight and solar access conditions will continue to be maintained for the surrounding neighbourhood context.

The proposed angular plane of 38.5 degrees represents a modest increase of 3.5 degrees, which is required to allow for a more consolidated building design. Although relief is being requested, the angular plane at 38.5 degrees continues to act as a transition control showing that the proposed development has been designed in consideration for the relationship to Torch Lane and adjacent lands.

The proposed development is also aligned with the CPP By-law's housing and affordability objectives through the provision of 21 affordable dwelling units. As previously noted, the CPP By-law requires facilities, services and matters in exchange for additional height or density within the Class 2 threshold. As confirmed by City staff, the required affordable housing contribution in this case would be 21 units, which are being incorporated in the proposed development.

Based on this, it is our interpretation that the requested Class 2 Staff Variation is appropriate and maintains the intent of the CPP By-law.

6. Common Amenity Area

The requested variation to Section 6.0 Stone Road/Edinburgh Road Community Planning Permit Precincts (Table 6.2) is to permit a minimum common amenity area of 5,022.94 square metres, equivalent to approximately 18.27 square metres per dwelling unit, whereas Table 6.2 of the Community Planning Permit By-law requires a minimum common amenity area of 20 square metres per dwelling unit for lands in the High Density Residential precinct. Table 6.2 permits the minimum common amenity area standard to be reduced by 10% through a Class

2 Staff Variation, to 18.27 square metres per dwelling unit.

Based on 275 dwelling units, the base requirement of amenity space is 5,500 square metres. A 10% Class 2 reduction would permit this requirement to be reduced to 4,950 square metres.

The requested Class 2 variation is appropriate because the proposed common amenity area remains within the variation limit of expressly contemplated within Table 6.2. The proposal continues to provide a substantial amount of common amenity area for residents.

The CPP By-law recognizes common amenity may include landscaped open space areas, building rooftops, patios, and above-ground decks, provided that they are associated with recreational facilities, such as swimming pools, tennis courts, lounges, and landscaped areas. The CPP By-law also establishes design criteria for common amenity area including areas being required to be aggregated into areas not less than 50 m² and designed and located so that the length does not exceed 4 times the width.

The proposed development introduces various outdoor amenity areas including landscaped open spaces, a fitness lawn, a children's play area, a biophilic garden, terraces on the 7th floor, a green roof on the 8th floor that provides canopy coverage on the 7th floor, a green roof on the 9th floor, and a green roof and rooftop amenity terrace on the 14th floor. Additionally, indoor amenity areas are proposed on levels 1 and 7 of the apartment building. The proposed amenity areas will be internal to the site and integrated into the building and landscape design.

The requested variation is required to assist with balancing other site design objectives, including the provision landscaped open space, pedestrian circulation, accessible parking and drop-off areas, bicycle parking, servicing,

loading and transitional measures to adjacent lands. The proposed amount remains sufficient to support the day-to-day amenity needs of future residents.

Based on this, it is our interpretation that the requested Class 2 Staff Variation is appropriate and maintains the intent of the CPP By-law.

6.0 Summary and Conclusions

Based on a review of the existing physical context and surrounding neighbourhood, a technical assessment of the proposed redevelopment concept, and an analysis of the proposal within the current policy framework and regulatory context of the City, the Proposed Development, together with the proposed CPP:

1. Provides for an appropriate development of the Subject Lands given the existing and planned surrounding context;
2. Conforms to the City of Guelph Official Plan;
3. Conforms to the City of Guelph Community Planning Permit System By-law;
4. Supports the City of Guelph's Housing Affordability Strategy;
5. Contributes to the targets in the City of Guelph's Growth Management and Affordable Housing Monitoring Report;
6. Promotes the efficient use of land and will optimize existing and planned infrastructure;
7. Contributes to achieving a complete community;
8. Provides appropriate density, intensification, and services to the existing and future residents;
9. Promotes a social environment that is pedestrian and bicycle friendly;
10. Supports infill development in an appropriate manner utilizing existing infrastructure; and,
11. is compatible with, and will not create any adverse impacts on the existing or planned surrounding community.

The Proposed Development is appropriate for the Subject Lands, represents good planning, and is in the public interest. Based on these conclusions, it is recommended that the proposed CPP be approved.

Respectfully submitted,

MHBC



Oz Kemal, BES, MCIP, RPP
President

A

Appendix A: Pre-Consultation Checklist

MANDATORY PRE CONSULTATION
FINAL STAFF COMMENTS
COMMUNITY PLANNING PERMIT APPLICATION



APPLICATION DETAILS

CPP File Number:	PRE26-004S
Subject Site:	237 Janefield Avenue
Description of application:	Residential Development of 275 Units
Date and time of meeting:	February 11, 2026 @ 09:00
Applicant:	MHBC Planning
Owner:	237 Janefield Inc.
Official Plan Designation:	Residential High Density, Mixed Use
CPP Precinct:	HDR-8(PA)
Final Comment Date:	February 27, 2026

Required for next submission:

1. Site plan application form & submission materials checklist
2. Required fee(s) (see below)
3. Cover letter
4. Detailed response letter confirming how each comment has been addressed
5. Planning Justification Report/Brief (PJR)
6. Affordable Housing Report
7. Parking Justification Analysis
8. Site Plan
9. Photometric Plan
10. Building Elevations
11. Floor Plans, including underground parking plans
12. Sun and Shadow Study
13. Urban Design Brief
14. Quantitative Wind Tunnel Study
15. Sustainable Development Checklist
16. Tree Inventory & Preservation Plan
17. Landscape Plan
18. Cost Estimate for Landscaping Security
19. Stamped Geotechnical Report – 1 Copy
20. Stamped Hydrogeology Assessment (inclusive of 1 year of ground water monitoring) – 1 Copy
21. Stamped Stormwater Management Report – 1 Copy
22. Accepted Phase 1 Environmental Site Assessment (ESA) and Reliance Letter; where the Phase 1 ESA includes a recommendation that considers the contemplation of a Phase 2 ESA this must also be provided and accepted.
23. Existing Conditions and Removals Plan - 1 Copy
24. Stamped Erosion and Sediment Control Plan – 1 Copy
25. Stamped Grading and Drainage Plan – 1 Copy
26. Stamped Site Servicing Plan - 1 Copy
27. Stamped Composite Utility Plan – 1 Copy
28. Stamped Cost Estimate for Right-of-Way (ROW) Works - 1 Copy
29. Stamped Cost Estimate for On-Site Engineering Works - 1 Copy
30. Detailed Noise Study - 1 Copy
31. Transportation Impact Study (TIS)
32. Traffic Geometrics Plan
33. Pavement Marking and Signage Plan – 1 Copy
34. Shoring drawings
35. Building Code Analysis
36. Executed Waste Management Plan & Source Separation Agreement, including a plan that illustrates the proposed waste collection and waste storage areas (with dimensions)
37. Clearance/ approval/ acceptance in writing from the following External Agencies:
 - Clearance/approval from Hydro One Networks Inc.
 - Clearance/approval from the Ministry of Transportation (MTO).
 - Where a composite utility plan is required and where works are proposed in the municipal right-of-way (ROW), clearance letters from each of the utility companies are required to confirm if the company's infrastructure within the right-of-way has any conflicts with the proposed work. If there are any conflicts, confirmation is to be provided in the clearance letter that satisfactory arrangements have been made between the parties to address the work needed (i.e. infrastructure relocations and/or support of

existing infrastructure during construction). Refer to the SPRC contact info sheet for the contact info for the various utility companies and the full list of the utility companies who are to be consulted.

38. Any other items as noted in the staff comment below

Requirements to be satisfied in advance of making a formal application:

1. Municipal water and wastewater system capacity must be verified as available and adequate. (Ref. to Engineering staff comments below).

Additional requirements to be satisfied in advance of receiving the Community Planning Permit:

- Agreement(s) at the discretion of the General Manager of Planning and Building Services to be executed by the owner and any mortgagees. The agreement(s) will be prepared by City Realty/ Legal Services.
- Payment of the on-site engineering works securities once the cost estimate is approved.
- Payment of the right-of-way (ROW) works securities once the cost estimate is approved (if works are proposed in the municipal right-of-way).
- Payment of on-site landscape works security once the cost estimate is approved.
- Tree compensation cash-in-lieu payment (if required)
- Submit an ACAD file of the site plan to SitePlan@guelph.ca

Next Submission:

It is the Staff’s strong recommendation that the applicant should first make another pre-consultation submission that includes all materials outlined in the ‘required for next submission’ section (noted above).

Applicable Requirements & Notes:

1. **Applicable Fees**

- **Pre-Consultation fee** - \$3,649.00/ submission. Due with the application.
- **CPP Formal Application fee** -
 - **For, Class 2 (major)** - \$39,898.00 + \$56,100.00(Variable fee of \$204.00/unit) = **\$95,998.00.**
Due with the formal application submission.
- **Agreement fee** - \$1,564.00. Due with the formal application submission.
- **Engineering Inspection fee** - \$1,750.00. Due with the formal application submission.

Here is a link to the 2026 Development Application Fees: <https://guelph.ca/wp-content/uploads/Development-application-fees.pdf>

Please note the applicable fees noted above are subject to change. The fees owed are based on the Development Application fees at the time the applicable application is submitted.

2. **Formal Application File Number** – Once assigned, include SP26 - ____ within the title block on all submission materials.
3. **Submission Requirements (Digital & Hardcopies)** – All materials must be submitted digitally in accordance with the City’s Digital Submissions – Document and File Naming Conventions document - https://guelph.ca/wp-content/uploads/Naming-Conventions_FINAL.pdf. In addition to digital copies, hard copies are also required. The number of copies next to the required submission item (noted above)

specifies the number of hard copies required. If there is no number next to the submission item, only a digital copy is required. Any required hard copies must be provided with your digital submission and are required before your application is reviewed for completeness. All plans must be individually folded to 8.5 x 11 (not rolled or bound).

4. **Resources** - The guidelines, manuals and templates referenced within this document can be accessed here - <https://guelph.ca/city-hall/planning-and-development/how-to-develop-property/development-applications-guidelines-fees/>. All materials must be submitted in accordance with City's requirements and in accordance with the City's Terms of References, Standards, and Guidelines.
5. **Expiry of Pre-Consultation Summary Comments** - The Pre-Consultation Application staff review comments are valid for a period of six (6) months from the date of receipt of final comments. Should another pre-consultation or formal application not be received prior to this date, another mandatory site plan pre-consultation meeting will be required, and a new pre-consultation fee will need to be provided.

Acknowledgements:

- Pre-consultation does not imply or suggest any decision whatsoever on the part of City staff or the Corporation of the City of Guelph to either support or refuse the application. Comments provided at a pre-consultation are preliminary and solely based on the information submitted for review at that time.
- The Planning Act timelines associated with a formal application will not begin if that application is submitted without the information identified in the mandatory pre-consultation meeting and this summary and checklist.
- The assignment of a file number does not indicate that an application has been accepted or is considered a complete submission. It is to be used by the Applicant on all application materials (forms, reports, drawings, etc.) provided to the City of Guelph.
- When a formal application is made, the cheque for the application fee may be processed immediately; however, this does not constitute the application being deemed complete for Planning Act purposes.
- The City of Guelph may require a peer review of a technical report submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.
- An application submitted without the requisite information and number of copies identified in this pre-consultation summary and checklist will not be considered a complete application.
- There may also be financial requirements arising from the applications, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, cost of lifting 0.3 metre reserves, and reimbursement for road widening acquisition or road improvements.
- Acknowledgement of Public Information: The applicant acknowledges that the City of Guelph considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the City of Guelph photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.
- The applicant should be aware that the information provided is accurate as of the date of the Pre-Consultation Meeting. Should an application not be submitted, and should other policies, by-laws or procedures be approved by the Province, City, or other regulatory authorities and agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the confirmation of a complete formal application. As stated above, if a formal application is not deemed complete within six (6) months of the date of the Pre-Consultation Meeting, this checklist is deemed to be expired, and another Pre-Consultation Meeting and checklist may be required.
- Applicants are advised that applying for a demolition control permit of existing residential buildings prior to a final decision being made is strongly discouraged by the City of Guelph.

COMMENTS:

Development Planning: Anand Shah

- 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.
- 2. Below comments are based on the submitted submission materials. Additional comments and requirements may be identified as additional submission information is reviewed.
- 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.
- 4. Consider providing clear area identifications (i.e. Common Amenity Area, Landscape area etc.) on the drawings as noted by staff below.
- 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.
- 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.
- 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.
- 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.

Policy Planning: Lucas Mollame

- 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.
- 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.
3. Please see Urban Design comments for full requirements.
 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.
 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.
 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.

Zoning: Planning Zoning Review

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.
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.
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.
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.
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.
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 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.

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.



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.
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. **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.
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.

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.
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.
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.
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.
16. **Floorplate Size (7th and 8th Storeys):** Table 6.2 requires a maximum floorplate of 1,200 m², 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.
17. **Floorplate Size (9th Storey and Above):** Table 6.2 requires a maximum floorplate of 1,000 m², 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.
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 m². 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 m². 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.
19. **Parking Space Requirements:** Section 5.5.a, Table 5.3, Row 3 requires a minimum of *1 space per unit plus 0.1 visitor spaces* 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.
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.
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.

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.

23. Bicycle Parking Spaces:

- a. Long term bicycle parking: As per Table 5.6, 1 long-term bicycle parking space is required per unit. The proposed development requires 275 long-term bicycle parking spaces.
- b. Short term Bicycle parking: As per requirement, 0.1 short term bicycle parking spaces per dwelling unit are required. The proposed development requires 28 short-term bicycle parking spaces.
- c. The site statistics table shows 303 bicycle parking space are provided. Please differentiate and show details on the site plan.
 - i. **Long Term Bicycle Parking spaces design and location:** Section 5.7.1(a)(ii) requires *25% horizontal ground-mounted spaces* and Section 5.7.1(a)(iii) requires *5% secured enclosures with electrical outlets*. Bicycle parking spaces, long term, shall be provided in a secure, weather-proof enclosure 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.
 - ii. **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.

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.

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.

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;
- 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;

Urban Design: Prerit Kaji

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.
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.
3. Staff require elevations from all sides indicating stepbacks, setback, distances between towers, projections & roof top units ; Sections which can help understand any grade related concerns, parking, access and circulation, etc.
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.
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 spaces which do not meet City expectations. Programming and function of such CA spaces will be further discussed in SPA.
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.
7. There is an opportunity to explore if grade related units facing Janefield Avenue can have direct access for an active street presence.
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?

9. Staff require more details on materials, street furniture, location of bike parking and other utilities like transformers, etc. expected on site plan drawing.
10. Please include appropriate scale for every drawing in architectural package.

Heritage: Stephen Robinson

1. No Comments.

Environmental: Jane Gurney

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.

Landscape Planning: Rory Templeton

Landscaping

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/uploads/TreeBylaw.pdf>
2. Please provide Landscape Plans prepared and stamped by a full member of the OALA.
3. More information on programming/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 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.
4. Please ensure to provide details regarding retaining walls, stairs, hand and guard rails, as well as hard and soft landscape materials.
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.
6. The use of indigenous plant material throughout the site is encouraged.
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/wp-content/uploads/BFSforMid-riseBuildingsandTownhouses.pdf>

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.
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.
10. Low Impact Development measures should be incorporated as part of the site landscaping (OP 8.1.1).
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.
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.
13. A minimum of 1 tree and 5 shrubs must be planted for every 45m² 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.
14. 30% of the required landscaped open space can be in the form of a green roof or blue roof.
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.
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.
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.
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.
19. Ensure to provide pedestrian connections to all proposed CAS that meet the requirements of the AODA (ie. hard surfaces, twsi, curb drops, etc)

Pedestrian Circulation

1. 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 complied to prior to submitting for Building Permit.

Exterior Walks

1. Exterior walks that form part of a barrier-free path of travel shall,
 - a. be provided by means of a continuous plane not interrupted by steps or abrupt changes in level,
 - b. have a permanent, firm and slip-resistant surface,

- c. have an uninterrupted width of not less than 1 100 mm and a gradient not exceeding 1 in 20,
 - d. be designed as a ramp where the gradient is greater than 1 in 20,
 - e. 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,
 - f. 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,
 - g. 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.
 - h. 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.
2. Where a difference in elevation between levels in a walkway is not more than 200 mm, a curb ramp conforming to the following may be provided
 - a. have a width of not less than 1 500 mm exclusive of flared sides,
 - b. have a surface including flared sides that shall,
 - be 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, and
 - have flared sides with a slope of not more than 1:10 where pedestrians are likely to walk across them.

Doorways and Doors

1. 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.

Parks Planning: Ryan Mallory

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 200 dwelling units.
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.
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 in accordance with 1.14.7 k) of the Community Planning Permit By-law (2025) – 21065.

Parkland dedication

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.
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 (2022) – 20717, as amended by Bylaw (2025) – 21133 and Bylaw (2024) – 20860, or any successor thereof and the Planning Act s.42.

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.
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.
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.
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.

Accessibility Services: Kealee Wazonek

AODA Parking Requirements

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.
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.)
 - 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
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".
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.
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.

AODA Exterior Paths of Travel Requirements

6. Requirement: show width and slope (running and cross slope) of sidewalk through to the connections to the municipal sidewalk
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.
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.
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.
10. The surface must be firm and stable.
11. Design Recommendation: Label all surface material(s). Unit pavers with chamfered edges are not accessible.
12. Requirement: The surface must be slip-resistant.
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.
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.
15. Design Recommendation: Running slopes should be as close to 4% as possible.
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.

Requirement: AODA Section 80.27: Exterior paths of travel, depressed curbs

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 edge,
 - extend the full width of the curb ramp, and
 - are a minimum of 610 mm in depth. O. Reg. 413/12, s. 6.
18. Design Recommendation: The City's LIS Section SS-32 for examples.

Site Servicing

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).

General

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.
 - 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 4.2.8
 - 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-property/development-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 (<https://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 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.
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.

Traffic Investigations: Jamie Menchenton

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 traffic@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:
 - 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 1.2m 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/>).

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.

Traffic Demand Management: Jamie Menchenton

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.
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 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.
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.
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).
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.
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.

7. 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 received and reviewed.

Source Water Protection: Jennifer Burch

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.

Solid Waste Resources: Solid Waste Review

Required: We will require a City of Guelph Waste Management Plan <https://guelph.ca/wp-content/uploads/Waste-Management-Plan-and-Source-Separation-Commitment-Developers-and-Redevelopers.pdf>

1. 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.
2. Required: Please review Appendix D in the Waste Collection Guidelines for Multi-Residential Development in the City of Guelph for turnaround radius and height clearances. <https://guelph.ca/wp-content/uploads/Guidelines-for-Solid-Waste-Collection.pdf>
3. 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.
4. Required: The City of Guelph will only collect residential waste; office/retail/commercial will need private collection.
5. 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

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.

Building Services:

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.
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.
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/Community-Benefits-Charges-ByLaw-Pamphlet.pdf>

Legal: Terri MacCulloch

1. Please update the registered easements on the site plan. Easement WC483686 is missing and easement ROS638266 has been released off title.

Important Note:

You may need additional approvals, clearances or comments from other agencies before you can proceed with work on your property. It is your responsibility to confirm whether external agencies

need to provide clearance/approval for your plan. Please refer to Step 5 of the City of Guelph Site Plan User Guide.

