



PLANNING • CIVIL • STRUCTURAL • MECHANICAL • ELECTRICAL

PLANNING JUSTIFICATION REPORT

303-317 Speedvale Avenue East, Guelph

Proposed Official Plan Amendment and Zoning By-law Amendments to permit a Mid-Rise, 6-Storey Apartment Building

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13 February 2024
SBM-23-1518

**RE: Planning Justification Report – 303-317 Speedvale Avenue East, Guelph
 Official Plan & Zoning Bylaw Amendment Application**

Strik, Baldinelli, Moniz Ltd. has been retained by Habitat for Humanity (Guelph-Wellington) to coordinate the preparation and submission of Official Plan Amendment and Zoning By-law Amendment applications for their landholdings municipally addressed #303, #309 and #317 Speedvale Avenue East, Guelph, ON.

Habitat for Humanity (Guelph-Wellington) is a non-profit housing organization with a mission to partner with families through affordable housing to attain social and financial stability and transform their futures and the community. The proposed applications would permit the development of a 6-storey apartment building with 48 dwelling units and 48 parking spaces. The intensification of this site is considered appropriate given the location on an arterial road that is transit-supported (Speedvale Avenue East) with adequate municipal servicing, and its proximity to commercial, schools, parks and open space and other amenities. The requested increase in density is necessary to create new affordable housing using Habitat's model for home ownership and achieve the established vision.

This report provides an introduction and policy review of the proposed development and the applicable relevant provincial and municipal policies. It is our opinion that the proposed development represents good planning and is further evidenced as compatible development per the technical studies undertaken and plans prepared in support of the development application.

Respectfully submitted,

Strik, Baldinelli, Moniz Ltd.

Planning • Civil • Structural • Mechanical • Electrical



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1 INTRODUCTION

This Planning Justification Report has been prepared by Strik, Baldinelli, Moniz Ltd, in support of the Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) applications being brought forward on behalf of Habitat for Humanity – Guelph Wellington (the applicant and owner) to permit a six (6) storey residential apartment building.

The purpose of this report is to evaluate a proposed OPA and ZBA applications for the lands at #303, #309 and #317 Speedvale Avenue East (hereafter referred to as the “subject site”) within the context of existing land use policies and regulations, including the Provincial Policy Statement and A Place to Grow, the City of Guelph Official Plan, and the City of Guelph Zoning By-law.



Figure 1. Oblique aerial view, looking south at #303, #309, and #317 Speedvale Avenue East
Source: Google Streetview

The intent of the OPA and ZBA applications is to create a compact and efficient residential development that fulfils a portion of the overwhelming demand for housing that Habitat for Humanity’s families are need of at or below market value. The subject site fulfils a number of criteria that are supportive of infill development and warrants a comprehensive review of its compatibility, conformance with land use policies and general intent to support sound land use planning principles.

2 SITE DESCRIPTION

The Subject Site is located at the southwest intersection of Speedvale Avenue East and Manhattan Court and consists of two rectangular parcels of land, approximately 2,601 m² in area. Presently, there are three buildings on the site, including: two 1.5 storey single detached residential buildings addressed at #303 & #309 and a 2.5-storey professional office / clinic building addressed at #317. Presently, the subject site is dominated by surface parking and driveway access with low-rise buildings and low intensity uses. The site is relatively flat; except for a steep hill approximately 1.5m in height located in front of 317 Speedvale Avenue East.

Driveway access to #303 and #309 residences are provided via Speedvale Avenue East, while a driveway from Manhattan Court provides access to surface parking for the office building at #317 Speedvale Avenue East.

The subject site is provided with 60m of frontage onto Speedvale Avenue East (4-lane arterial road) and 42m onto Manhattan Avenue (2-lane local road). Sidewalks are provided on both sides of both streets providing good pedestrian connectivity. Bus transit stops serving “Route 12- General Hospital” are located on Speedvale Avenue East within 200m east and west of the site.



Figure 2. Residence at #303 Speedvale Avenue East, looking south.

Source: Google Streetview



Figure 3. Residence at #309 Speedvale Avenue East, looking south.

Source: Google Streetview



Figure 4. Office building at #317 Speedvale Avenue East, looking south.

Source: Google Streetview

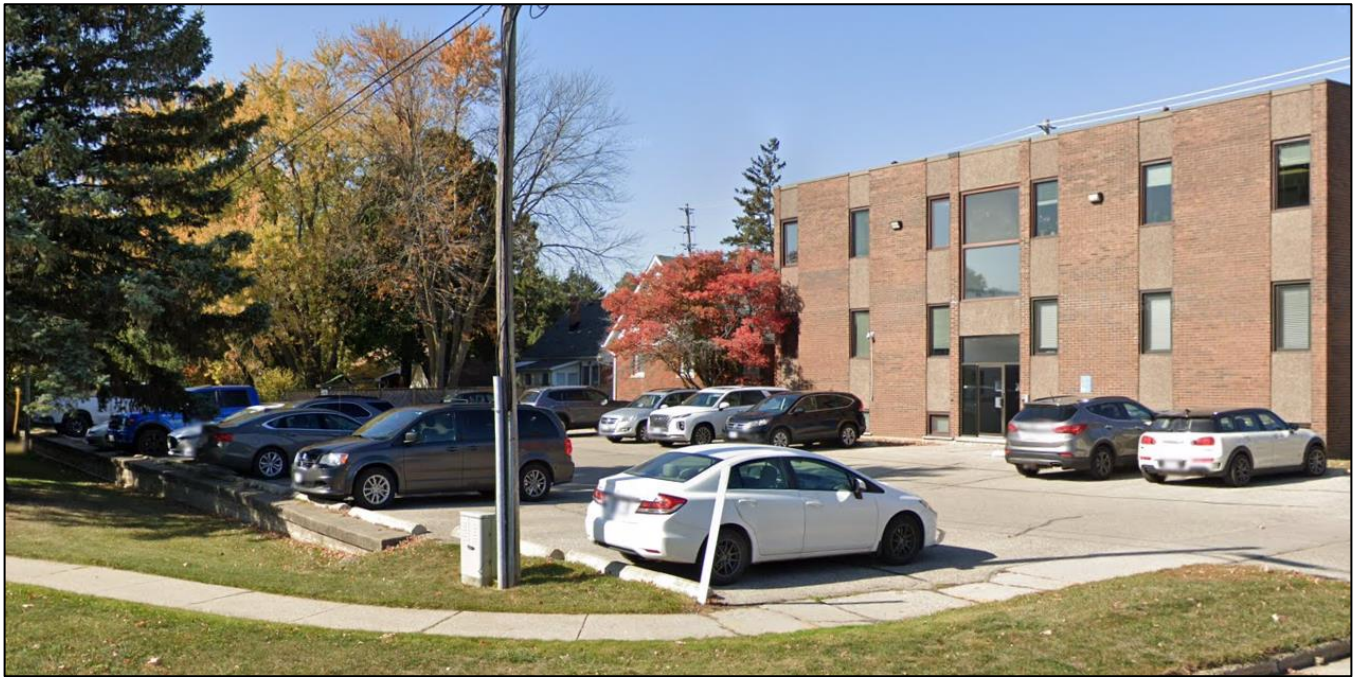


Figure 5. Office building at #317 Speedvale Avenue East, looking northwest from Manhattan Court.
Source: Google Streetview

3 SURROUNDING LAND USES

The surrounding land uses consist of medium density residential uses in the form of 2-3 storeys residential apartment buildings north of Speedvale Avenue (**Figure 6**), and to the east and south of the site on Manhattan Court. Low density residential uses (single family dwellings) are located to the west along Metcalfe Street (**Figure 8**).



Figure 6. View of residential buildings north of Speedvale Avenue East.
Source: Google Streetview



Figure 7. View looking east at residential single detached homes on Metcalfe Street.

Source: Google Streetview



Figure 8. View of residential buildings east of site on Manhattan Court.

Source: Google Streetview

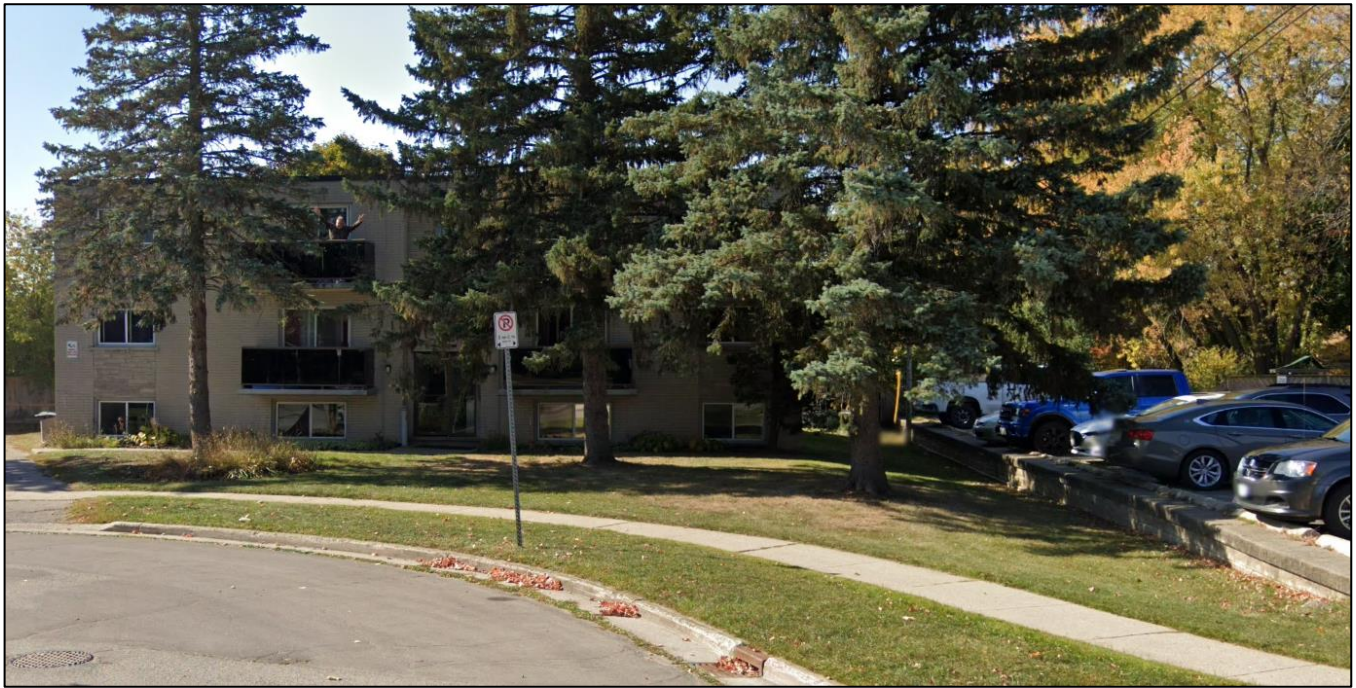


Figure 9. View of residential buildings directly south of subject site on Manhattan Court.
Source: Google Streetview

The Subject Lands are located within an established neighbourhood comprised of low and medium density residential/commercial/employment uses. **Figure 10** illustrates the community context within a 400m radii, representing straight line walking distances of 5 minutes.

The Speedvale Commercial Centre is located 260 m or a 3-minute walk to the subject site. In the Speedvale Commercial Centre, there are various everyday community amenities, including a grocery store, bank, various restaurants, convenience store, personal services, pharmacy, fitness centre, retail, and a gas station.

There are three elementary schools and playground facilities located within an approximate 400m radius including École Élémentaire L'Odyssée, Edward Johnson Public School, and Holy Rosary Catholic School. The subject site is also located within walking distance of several places of worship.

In the greater context, Riverside Park is located 1.2 km from the subject site. Riverside Park is an 80-acre park that features walking trails, disc golf, a baseball diamond, a leash-free zone for dogs, a natural ice rink, picnic shelters with picnic tables, playground equipment, an antique carousel, a miniature train, and a variety of landscape features. Riverside Park also hosts numerous seasonal events for the community to enjoy. Several other parks are located within an 800m, or 15m walking distance, including Bullfrog Pond Park, Windsor Park

Speedvale Avenue East is a transit supported high-volume arterial roadway spanning east-west across the entire city of Guelph. A required road widening of 2.18m is being required along Speedvale Avenue East, reducing the subject site by an area of 133m². The intended lands would be dedicated to allow for anticipated road operations and boulevard improvements

in the near future. The existing pedestrian network consists of maintained sidewalks on one or both sides of all roads within the vicinity of the subject site.

The subject site is serviced by the City of Guelph public transit buses. The nearest bus stop located at Speedvale Avenue East and Stevenson Street North is approximately 210 m or a 3-minute walk from the subject site to Victoria Road and Woodlawn Road East. The nearest bus stop located at Speedvale Avenue East and Metcalfe Street is approximately 89 m or a 1-minute walk from the subject site to travel southbound to the Guelph General Hospital and the downtown.

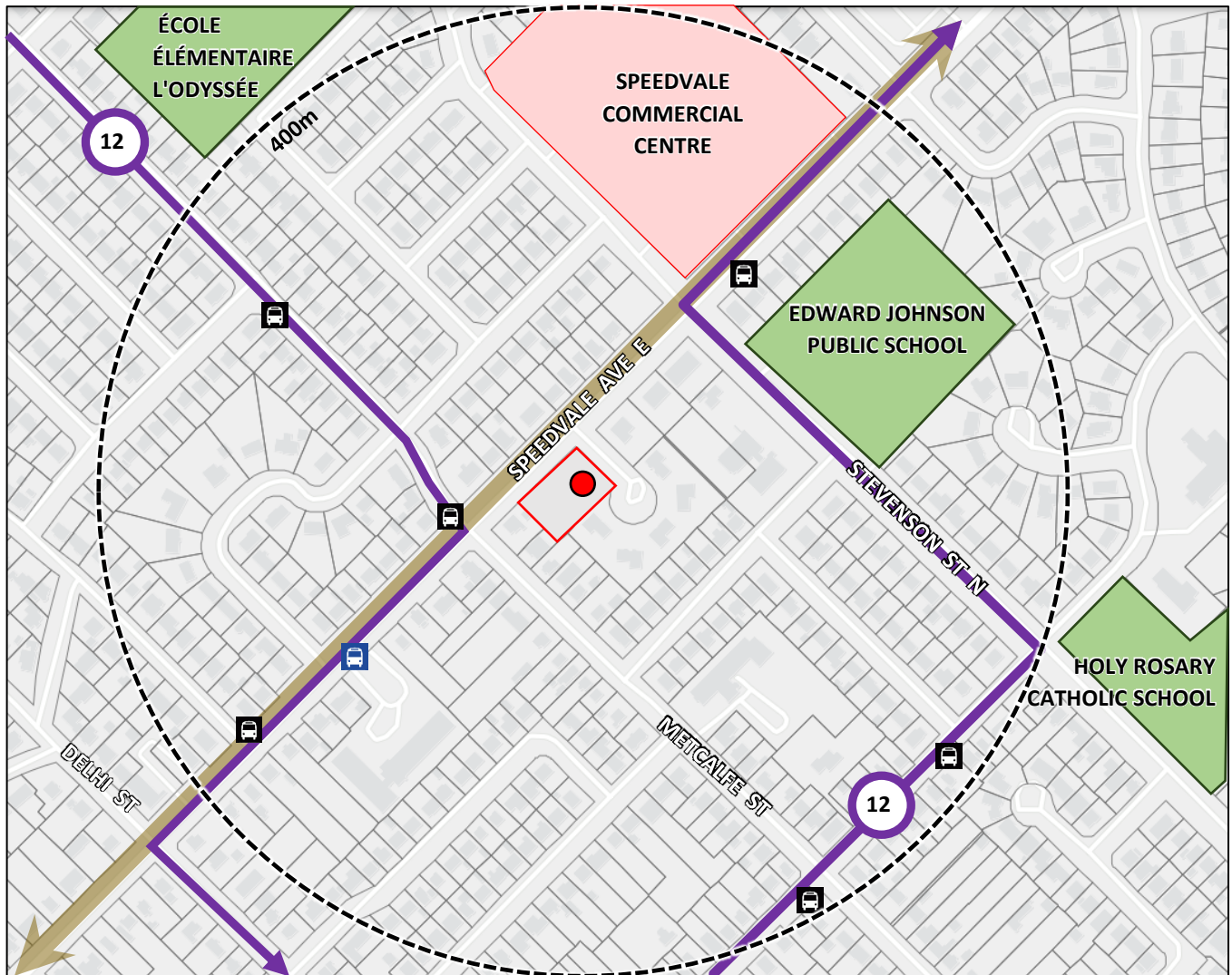


Figure 10. Regional Spatial Analysis (400m and 800m Radius)

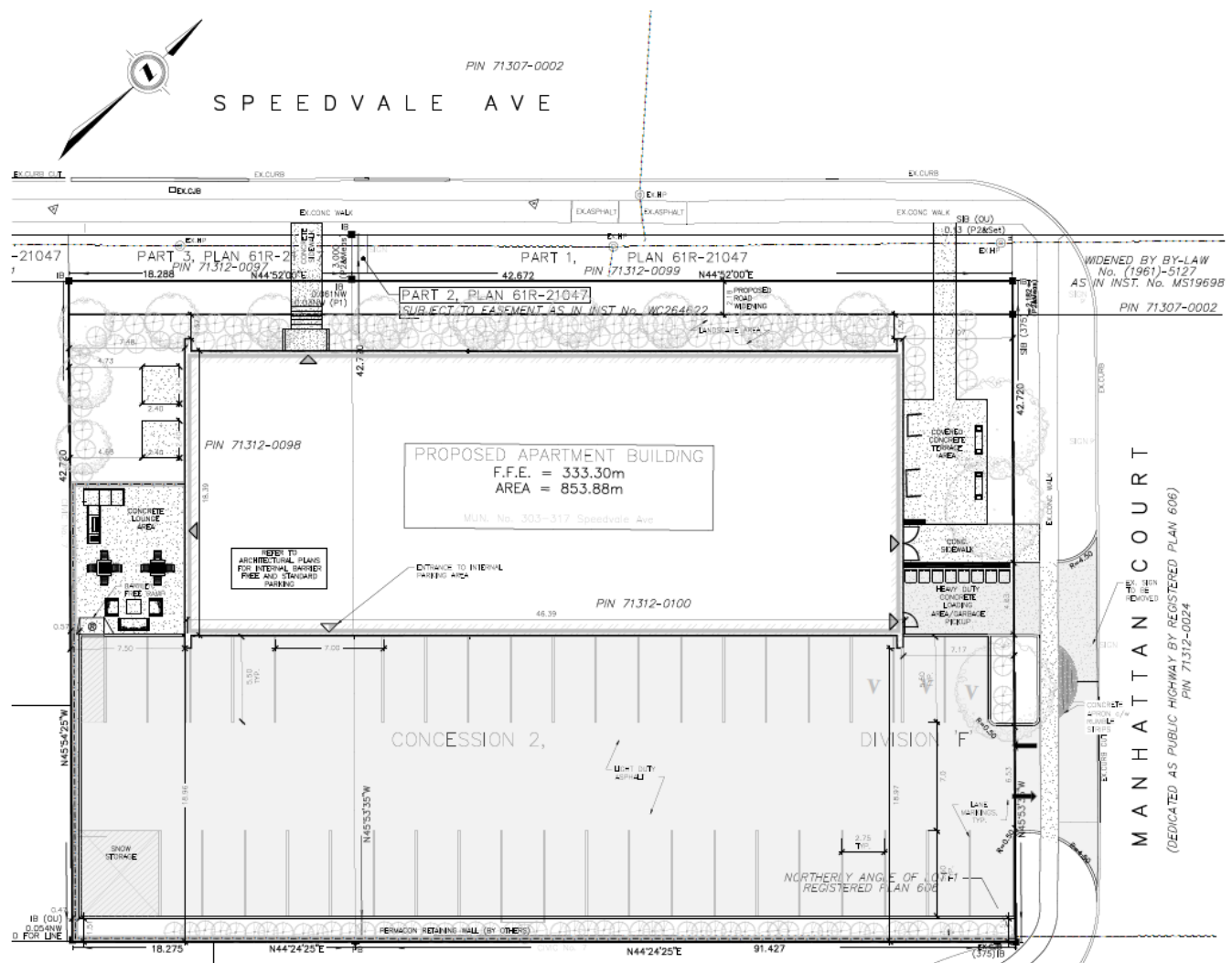


Figure 11. Preliminary Site Plan Development Concept
Design Credit: Newton Group Ltd.

4 PRE-APPLICATION CONSULTATION

An initial meeting was held on July 29th, 2023, with planning staff from the City of Guelph to discuss the initial development proposal. At the meeting several urban design/intensity/site layout alternatives were recommended to the applicant. A subsequent redesign of the building has been made to decrease the building height, increase building setbacks and reduce the overall intensity of the proposed development.

A subsequent Pre-Consultation meeting was held on September 27th, 2023, with several city departments to discuss the revised development proposal and determine the studies and requirements needed for a “Complete Application”.

A Neighbourhood Meeting was hosted by Habitat for Humanity on January 4th, 2024, to present and discuss the proposed development with neighbours. Eleven member of the community were in attendance to answer questions and provide comments to the applicants. Primary concerns heard at the meeting have been recorded and summarized within the

Community Engagement Report submitted under separate cover. The listed concerns, such as but not limited to, building height and intensity, increased traffic and intersection operations, stormwater management, tree removals, and privacy fencing/screening have been considered in preparation of the site layout, building design and supporting technical documents discussed in Section 8 of this report.

5 **DEVELOPMENT CONCEPT**

The applicant is proposing to redevelop the site with a 6-storey mid-rise residential apartment building with 48 dwelling units (195 units per hectare), consisting of 1-, 2-, and 3-bedroom units varying in size between 48m² and 90 m² in floor area. The current proposal for the development is approximately 48 units with the following unit breakdown:

- 1-Bedroom 11 units
- 2-Bedroom 17 units
- 3-Bedroom 20 units

Newton Group Ltd. have been retained to design the preliminary Site Plan layout (**Figure 11**) and building design (**Figure 12** and **Figure 13**).

The proposed building would be oriented to Speedvale Avenue East with entrances and lobby accessible from the public sidewalk on both Speedvale Avenue East and Manhattan Court. The existing driveway access to Speedvale Avenue East would be removed and all vehicle traffic would be redirected to use the Manhattan Court access, leading to the parking area at the rear of the building.

The existing parking lot would be extended westward, creating additional surface parking spaces and an entrance into the building for secured parking. A total of 48 parking spaces would be provided on-site (38 surface spaces and 10 internal to the building) for a parking ratio of 1.0 space per unit.

Amenity spaces have been provided throughout the remainder of the site, creating smaller seating areas to the west of the building and at the principal building entrance. A communal indoor amenity space (55m²) has been allocated within the ground floor of the building to serve as usable amenity space year-round.

The proposed building would use a variety of high-quality building materials and colour to differentiate the ground floor, mid-floors 2-5, and top floor with the intention of providing visual relief and minimizing perceived massing. The east and west facades would consist of a separate building material and be emphasized using an architectural wingwall that protrudes the façade and is also carried through the building, adding vertical and horizontal elements to the building architecture.

The preliminary massing model representing a conceptual built form has been provided by the Newton Group Inc. – refer to **Figure 14**). It is noted that at this stage of the development approval process, the graphics and supporting text are intended to highlight relevant details of the proposed development and may be subject to change through further Site Plan Approval and Building Permit phases of design and review.

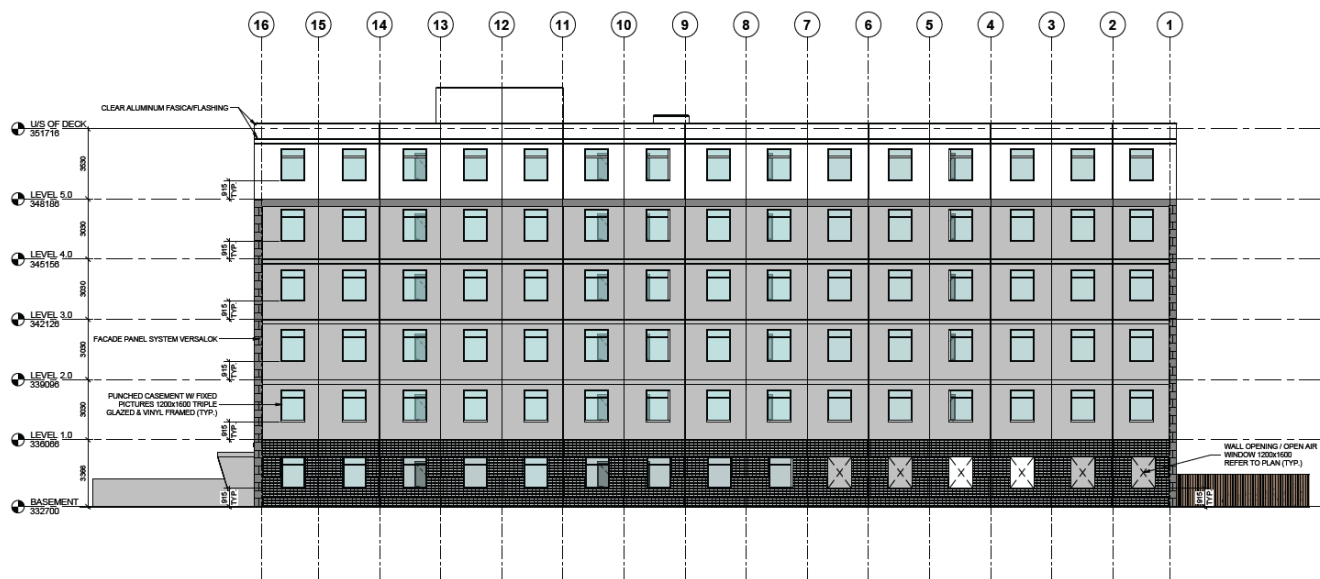


Figure 12. Building Elevation – North; View from Speedvale Avenue East
Design Credit: Newton Group Ltd.



Figure 13. Building Elevation – East; View from Manhattan Court
Design Credit: Newton Group Ltd.

6 DESIGN CONSIDERATIONS

An Urban Design Brief (UDB) has been prepared by SBM Ltd. and submitted under separate cover. The UDB provides more detailed analysis of the proposed building and layout design considerations. The following outlines the key considerations that have been implemented within the proposed development.

Relationship to the Street: The proposed apartment building would be brought forward to the street, reducing the “front” yard setback from Speedvale Avenue East. This street edge would include a principal entrance and walkway to the residential building located at the intersection of Manhattan Court, a secondary walkway and entrance to the internal parking garage, and enhanced landscaping to soften the building massing and improve the public realm.

Surrounding Uses & Access to Sunlight: Lands to the north of Speedvale Avenue East consist of low-rise buildings. To ensure that the proposed building would not negatively impact the buildings to the north from continuous shade, a minimum angular plane of 45 degrees is applied. No additional setbacks to the building are required to achieve a 45 degree angular plane. Residential uses to the south of the site would be buffered from the proposed building, by the parking area and screened from view using fencing and landscaping.

Pedestrian Realm: Façade treatment at-grade along the includes a higher proportion of landscaping to enhance the public sidewalk and reduce the scale of the building. Enhanced landscaping is offered along the building's frontage, softening the hardlines of the building and emphasizing a human-scale environment. The principal building entrance is located at the intersection of Speedvale Avenue East and Manhattan Court, accentuating the building's corner. A large canopy and amenity area provides a place for seating to animate the streetscape.

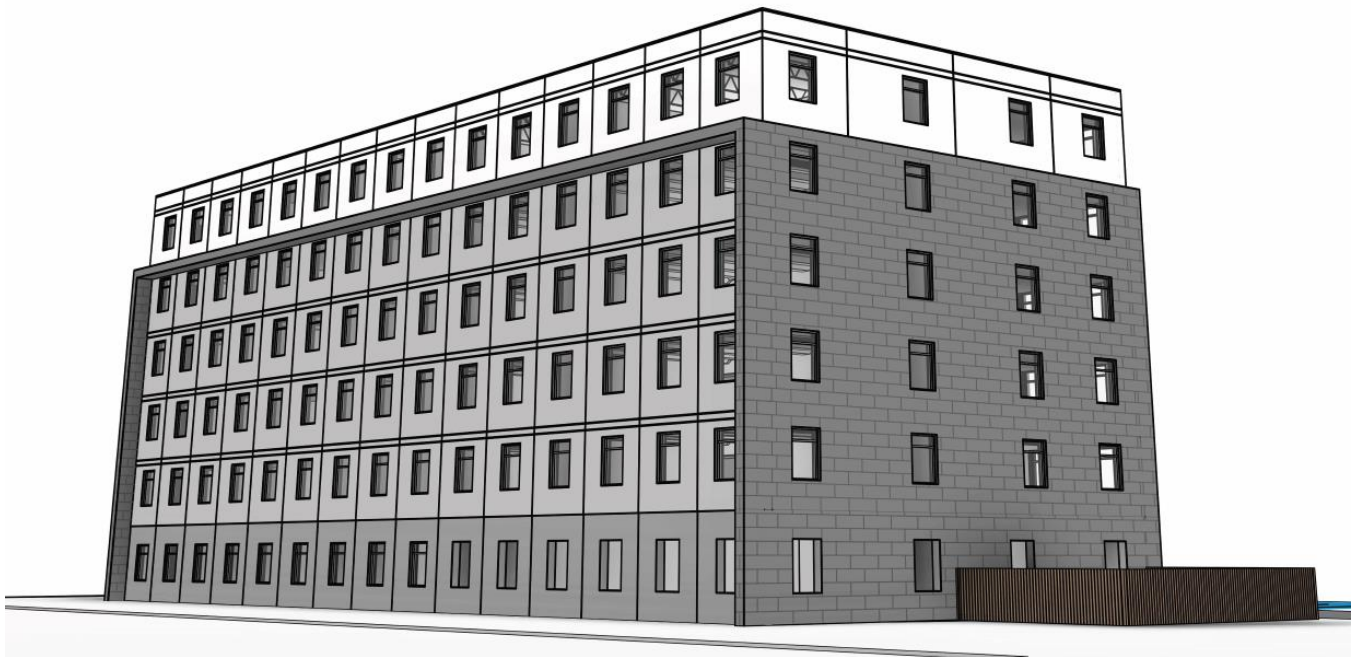


Figure 14. Conceptual Massing Model – View from Speedvale Avenue East
Source: Newton Group Ltd.

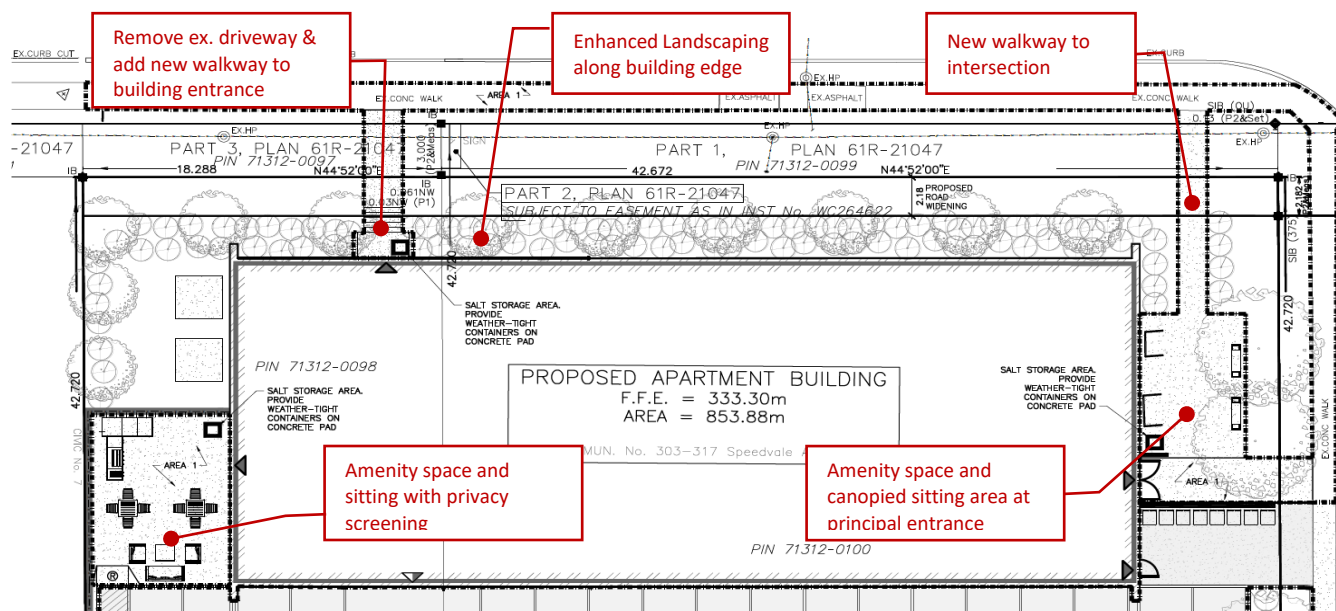


Figure 15. Plan illustrating proposed building, amenity areas, and landscaping improvements

7 AFFORDABLE HOUSING

Based on the current population needs in Guelph, there is a shortage of smaller units for smaller households. For the last decade, Guelph has been in core housing need; unable to meet adequate, affordable, or suitable housing for a percentage of the population. Further, per the City's 2022 Growth Management Strategy, Guelph's population is expected to increase to approximately 208,000 by 2051. A sizable portion of the population is also aging, in turn, increasing the demand for medium to high density housing and affordable housing.

The forecasted housing demand is 10% low-density, 22% medium-density, 56% high-density, and 11% accessory apartments (Shaping Guelph, 2022). This development proposal supports the increasing demand for high-density housing, which continues to grow alongside medium-density housing, while the demand for low-density housing decreases. Between 2010 and 2014, high-density housing accounted for 30% of permits, while in 2015 to 2019, it increased to 47% of permits.

In addition to demand for apartment, average rental costs continue to increase year over year. As of October 2023, the Canada Mortgage and Housing Corporation ("CMHC") rental market survey found a %17 increase in average cost, further increasing the demand for more affordable housing. **Table 1** lists the market-based average rental price by unit in Guelph, between October 2022 and October 2023.

This development project aligns with the City of Guelph's Affordable Housing Strategy and the City's Official Plan, as this project provides residential intensification that is located near transit, services, such as grocery stores, a pharmacy, and a bank, and other amenities that are within walking distance, to further support an affordable lifestyle for Habitat families and other residents.

Table 1. Average Market Rental Price for Apartment Dwellings, 2022-2023 (CMHC)

Dwelling Type	2022 Average Rent	2023 Average Rent
Bachelor:	\$990	\$1,160
One-bedroom	\$1,340	\$1,508
Two-bedroom	\$1,499	\$1,646
Three-bedroom plus	\$1,530	\$1,695

Source: Online (www.cmhc-schl.gc.ca)

As identified in the Places to Grow Act, infill densification is a well-established concept that is an effective way to meet the imposed housing targets. Habitat for Humanity Guelph-Wellington also understands that there are differences between a regional policy and its local implications. Guelph has identified intensification Corridors within the Official Plan with greater densification targets than other communities that are of particular interest; however, the Official Plan also promotes intensification projects “*throughout the built up area*” where it is appropriate.

The proposed redevelopment further diversifies Guelph’s housing stock with 1-, 2-, and 3-bedroom units of various floor sizes. This includes a significant proportion of smaller one-bedroom units (presently proposed at 58 m² / 630 s.f. – 63 m² / 714 s.f.) that provide for attainable, more compact options in prominent, transit-accessible locations in the broader Guelph market.

Habitat for Humanity Priorities and Objectives include:

- **Affordable Home Ownership:** This project represents a commitment to deep affordability using the Habitat for Humanity housing ownership model, as well as market sales. With greater housing densities, market sales can meet provincial definitions of attainable and affordable housing (80-90% of average market rent).

Universal Design: The purpose of Universal Design is to create spaces and environments that can be accessed and enjoyed by all, regardless of age or abilities. It is important to create a space that is accessible, usable and convenient for all. This project will follow Universal Design practices to be able to support any individual who moves in. Examples of Universal Design practices that may be included in the development project include ramps, elevators, clear sight lines, and an open floor space.

- **Building Efficiency:** A goal for this building is to meet Canada Mortgage and Housing Corporation (CMHC) standards for energy efficiency. To receive funding, CMHC requires projects to achieve a minimum of a 25% decrease in energy consumption and greenhouse gas emissions relative to the 2015 National Energy Code for Buildings or the 2015 National Building Code. The proposed development will help to support the City’s goal of becoming a net zero community by 2050. The effort of this development to include energy efficiency measures, such as photovoltaic solar panels, will set an example for other builders and community members to contribute to energy and building efficiency in new developments.

HFHW has also announced a partnership with Rotary Guelph for a project that will become one of Canada’s largest sustainable, projects for affordable housing. The solar installation and efficient building design is intended to create a net offset of 70-80% of the building’s electrical consumption. The energy savings will further support Habitat for Humanity to offer their families and other residents, units that are more affordable.

8 SUPPORTING TECHNICAL STUDIES

Several technical studies have been completed in support of the proposed development. The following reports have been summarized below with the full reports and details submitted under separate cover.

8.1 ARCHAEOLOGICAL ASSESSMENT

Amick Consultants Ltd. completed a Stage 1-2 Archaeological Assessment dated November 2023 and has been submitted under separate cover.

Following the criteria outlined by MCM (2011) for determining archaeological potential, portions of the study area were determined as having archaeological potential and a Stage 2 Assessment was recommended. The Stage 2 field assessment was conducted in September 2023 and no archaeological resources were identified.

No further archaeological assessment of the property is recommended based on the conclusion that cultural heritage value of the site has been sufficiently assessed and documented, and that the site may be considered free of further archaeological concern. The Stage 2 Archaeological Assessment has been submitted to the Ministry of Tourism, Culture and Sport (Ref. Num: P038-1356-2023) to be registered within the Ontario Public Register of Archaeological Reports.

8.2 GEOTECHNICAL REPORT

CMT Engineering Inc. ("CMT") was retained by the property owner to undertake a geotechnical assessment of the subject site to examine the subsoil conditions and provide engineering guidelines for the design of the residential development.

CMT has conducted a geotechnical investigation in July 2023, including soil samples acquired from five (5) boreholes to depths of approximately 6m below the existing ground surface. Saturated sandy soils were observed within three boreholes ranging from approximately 3.6 m to 6.1 m below the ground surface.

The Geotechnical Report provides recommendations for general site preparation and excavation of the site, dewatering should groundwater infiltration be encountered, and footing/foundation/basement construction. Further geotechnical review would be required during demolition, site preparation, in additional engineering design review.

8.3 HYDROGEOLOGICAL ASSESSMENT

Englobe Corp. has prepared a Hydrogeological Assessment, dated January 2024, to assess the groundwater conditions. The study included drilling and installing 5 long-term groundwater monitoring wells. Groundwater depths were measured in September and October of 2023. The approximate ground elevation varies between 331-334m above sea level and groundwater was measured at approximately between 326-327 m above sea level, an average of 3-6 m below the existing grade.

At the time of the report, the proposed development included one level of underground parking and it was estimated that groundwater would be encountered. The predicted radius of influence of groundwater to be taken with the construction activities is anticipated to range from 13.2m to 22.4m, within the shallow soils for the building foundation excavation.

Presently, underground parking is not being proposed, and therefore less dewatering is anticipated. It is recommended that Englobe be retained to review any final Issued for Construction design packages for the building to re-evaluate dewatering estimates.

Groundwater samples were also collected and submitted for laboratory analytical testing for analysis of petro-hydrocarbons (PHC), volatile organic compounds (VOC), dissolved metals and inorganics. Results of one borehole provided concentrations of total suspended solids and total zinc exceeding the City of Guelph Storm Discharge Limit. Therefore, treatment of the discharge water may be required if discharging to the municipal storm sewer infrastructure.

A review of Ministry of the Environment, Conservation and Parks (MECP) water well records revealed that a designated municipal water supply well (Emma Well, 1946) was located within 470m south of the subject site. Based on the distance of the supply well, it is not anticipated that construction will interfere with the supply well. Within 500m of the subject site, another 46 private wells were also documented and designated for observation, monitoring, abandoned or undesignated.

Further recommendation and details are included in Englobe report submitted under separate cover.

8.4 ENVIRONMENTAL SITE ASSESSMENT

Englobe Corp. has been retained to prepare a Phase 1 (August 2023) Environmental Site Assessment (ESA) to review historic archival information for the site and surrounding area within a 250m radius. The desktop review concluded that there were several Areas of Potential Environmental Contamination (APEC), such as unknown fill materials or former facilities that may have or are using gasoline products/tanks, dry cleaning equipment. Therefore, a Phase II site investigation would be required to file for a Record of Site Condition (RSC).

A Phase 2 ESA (November 2023) was completed by Englobe Corp. Based on the analytical data reported for the soil samples submitted for laboratory analysis, detected concentrations and reportable detection limits of the assessed parameters were all below their respective MECP Table 2 Site Condition Standards (SCS) prescribed by O. Reg. 153/04.

Based on the results, no additional subsurface investigation is recommended at this time prior to the filing of a Record of Site Condition. An application to file the RSC has been submitted to the MECP (Ref. Num: 1000265561).

8.5 FUNCTIONAL SERVICING REPORT

A Functional Servicing Report (FSR) has been completed by SBM Ltd., dated January 2024, and submitted under separate cover. The study was completed to determine the adequacy and capacity of the existing water, wastewater and stormwaters services in support of the proposed development. The following summarizes the analysis, recommendations and conclusions of this report.

Water Servicing:

- There is an existing municipal 150 mm watermain adjacent to the subject site located within the Manhattan Court Right-of-way (ROW).

- An estimated occupancy of 210 people (2 people per bedroom x 105 bedrooms) is 148 L/min (2.46 L/s).
- A fire hydrant flow test was performed at Speedvale Avenue East. It was determined that the current water distribution system can provide the minimum required water supply flow rate under the fire flow plus maximum day demand scenario.
- Therefore, it is proposed to service the subject site via a new 150 mm service, which is to be connected to the existing 150 mm watermain in the Manhattan Court ROW.

Sanitary Servicing:

- There is an existing 300mm diameter municipal sanitary sewer at 3.5% located within the Speedvale Avenue East ROW.
- Based on a 210 person occupancy and average 300 L/day/capita, an estimated peak design flow for the building of 2.98 L/s can be conveyed by a 200mm pipe at 2%, which has a capacity of 46.36 L/s.
- Therefore, it is proposed that a new 200 mm sanitary service at 2.0% will convey sanitary flows from the proposed residential building to the existing 300mm sanitary sewer located on the Speedvale Avenue East ROW.

Stormwater Management and Storm Servicing:

- Under pre-development condition:
 - The 0.26 ha site has a calculated C-Value of 0.64.
 - Grading conveys flows to Speedvale Avenue East, except a small portion that first flows to Manhattan Court ROW.
- There is an existing 1500 mm diameter storm sewer at 0.86% on the Speedvale Avenue East ROW.
- Post Development Conditions:
 - The proposed development would increase the calculated C-Value to 0.80.
- The subject site is proposed to be serviced via a 250 mm service at 0.69%
 - Flows are to be restricted by flow-controlled roof drains on top of the building, by a raised-outlet at a catchbasin manhole (CBMH) #2, which will allow flows to infiltrate via the proposed linear infiltration gallery
 - No additional surface flows are to be introduced into the City ROW.
 - Any excess storm flows produced by the subject site are to be stored on-site and released at pre-development levels, mimicking existing conditions.
- Due to the increase in impervious cover, increased stormwater runoff from the site is anticipated and formal stormwater quantity & quality controls are proposed to be implemented:
 - Controls are to attenuate post-development flows of the 2 to 100-year to the pre-development levels and to allow infiltration for the runoff that is generated from 5 mm of rainfall.

- Rooftop storage of 42.7m³ would be controlled using three flow-controlled roof drains to release a peak flow of 1.5 L/s.
- A 48 m long linear infiltration trench between CBMH2 and CBMH3 to contain a volume of 13 m³.
- An oil and grit separator (OGS) would be installed to provide enhanced level treatment levels (80% total suspended solids removal) for flows that exit the site via the overflow pipe.
- Minimal uncontrolled areas include landscape areas along the boulevard and property limits directed into the Speedvale Avenue East ROW, representing pre-existing conditions and matching or lesser flow rate.

Generally, the proposed development would be adequately serviced with existing municipal infrastructure available within the abutting rights-of-way. A more detailed design and servicing evaluation would be conducted through Site Plan Approval.

8.6 ARBORIST REPORT

JK Consulting Arborists were retained to assess the existing vegetation and provide recommendations to protect existing healthy trees where feasible and direction for trees that may be impacted by the proposed development. The Arborist Report, dated January 2023, containing the Tree Inventory and recommendations for Tree Protection has been submitted under separate cover. The following summarizes the observations and recommendations:

- The tree inventory consists of 16 trees that are generally in good condition.
 - 14 trees are located on-site; 2 trees on adjacent properties between 3-3.5m from the property limit.
 - No City owned trees are adjacent to the subject site.
 - There are no Species at Risk (SAR).
- To facilitate the proposed development, 14 trees would be removed within the subject site property limits.
- Trees identified on the adjacent properties would be protected and delineated with fencing during construction.
- Compensation for removal of privately owner trees may consist of:
 - Replacement planting (to be identified on the Landscape Plan); and/or
 - Cash-in-lieu of planting (to be identified prior to Site Plan Approval).

8.7 ENVIRONMENTAL NOISE STUDY

JPE Engineering has been retained to review noise sources generated by both traffic and on-site/off-site stationary noise sources. An Environmental Noise Study, dated January 2024, has been submitted under separate cover. The report concluded that:

- Traffic noise generated on Speedvale Avenue East exceeds the minimum threshold criteria of MECP Guidelines (NPC -300).

- Forced air heating and air conditioning are required, shall be designed and installed per NPC 216, and be located to minimize exposure of potential noise on sensitive receivers.
- Stationary (emergency) noise levels created by an on-site generator located on the west side of the building will require noise mitigation controls.
 - A noise enclosure completely surrounding the generator on all sides and on top (i.e. roof), that is designed to ensure noise exterior to the enclosure is no greater than 55 dBA.
 - Operation of this equipment for maintenance or testing purposes shall only occur during daytime periods to minimize noise annoyance.

- The following Warning Clauses are recommended to be included:

- All units within the Site shall include the Clause reading as follows:

"The Transferee covenants with the Transferor that the below clause, verbatim, will be included in all subsequent Agreements of Purchase of sale or lease and Sale and Deeds conveying the lands described herein, which covenant shall run with the said lands and is for the benefit of the subsequent owners and renters of the said lands and the owner of the adjacent road."

- All units within the site shall include Noise Warning Clause Type 'A' as follows:

"Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."

- All western, eastern and northern facing units (i.e., all units with exposure to Speedvale Avenue East) within the Site shall include Noise Warning Clause Type 'C' reading as follows:

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the municipal and provincial sound level limits."

"The building components of this dwelling unit (walls, windows and exterior doors) have been designed to provide acoustic insulation so that, when windows and exterior doors are closed, the indoor sound levels are within the municipal and provincial sound level limits. The details of this building component design are available by contacting the builder of this unit."

8.8 PEDESTRIAN WIND ASSESSMENT

A Letter of Opinion has been received by RWDI Air Inc. with regard to the pedestrian wind assessment for the proposed building. Based on general meteorological information and the professional experience of the writer, the wind impacts on pedestrian areas are not predicted to be significant and wind conditions in the extended surrounding areas are not expected to be affected by the new building.

- The predicted wind speeds are considered suitable for the intended use of sidewalks and the surface parking lot.
- At the main entrance location along the east façade, wind speeds are expected to be appropriate for pedestrians.

- The proposed vestibule feature is a positive design aspect that provides an area for pedestrians to take shelter at on cold and windy days.
 - The overhead canopy and the precast wall on the south side of the principal entrance doors are beneficial toward creating calm wind conditions in the entry area.
- At the amenity seating area near the southwest corner of the building, wind conditions are expected to be comfortable for passive patron use during both the summer and winter seasons.
 - The proposed fencing along the perimeters of the amenity is positive and helps create a sheltered area for prolonged seating and leisure activities.
 - We recommend ensuring the privacy fencing has a minimum height of 2 m to provide adequate wind shelter.
 - Any use of landscaping, screen walls or partitioning elements throughout the amenity area will further reduce wind speeds.

8.9 SOLAR/SHADOW ANALYSIS

Newton Group Ltd. have assessed the Shadow Impact Criteria outlined in the City of Guelph's Sun and Shadow Study Terms of Reference reviewed the anticipated shadows cast by the proposed development on adjacent public and private lands. The Sun and Shadow Study is intended to be read in conjunction with the Shadow Study drawings (A900, A9.01, A9.02, and A9.03), submitted under separate cover with the OPA and ZBA applications. The assessment concludes that:

- Impact on surrounding residential amenity spaces (adjacent properties) is minimal and less than 1 hour per day in the spring, summer, and fall seasons - within acceptable limits of the Shadow Impact Criteria
- The proposed building casts a shadow over the proposed on-site amenity spaces for greater than one hour per day in the spring, summer and fall periods:
 - On Sept. 21, the east outdoor amenity space is in shadow from 1pm until sunset.
 - On April 21, the west outdoor amenity space is in shadow from sunrise to 9am, and the east outdoor amenity space is in shadow from 1pm to sunset.
 - On June 21, the west outdoor amenity space is in shadow from sunrise to 10am and the east outdoor amenity space is in shadow from 2pm to sunset.
- Public realm (i.e. sidewalks) on Sept 21:
 - the Opposite sidewalk (North side of Speedvale) has full sun 11am-6pm and meets the requirement.
 - Opposite sidewalk (East side of Manhattan) on Sept 21 has full sun 9am to 2pm and meets the requirement.

The analysis concludes that the proposed building meets the City of Guelph's Shadow Impact Criteria or are not applicable, except for shadows cast to amenity space on-site. However, amenity space and seating areas have been provided on both the west and east sides of the building allowing users an alternative option.

8.10 URBAN DESIGN BRIEF

A fulsome Urban Design Brief (UDB) has also been prepared by SBM Ltd, to support of the proposed development applications and the preliminary building design prepared by Newton Group Ltd. The UDB report has been submitted under separate cover and outlines the proposed development efforts to meet municipal guidelines and best practices. The UDB is intended to be read in conjunction with this Planning Justification Report.

The brief concluded that:

- The form and character of the proposed development that would reinforce the streetwall and animate the public realm.
- The proposed building would use a variety of building materials, colours, lighting, and landscaping to create visual interest on all sides of the building.
- The design of the proposed site layout and building is at an appropriate height and scale that represent good urban design principles.

8.11 COMMUNITY ENERGY INITIATIVE

The Guelph Community Energy Plan (CEP), dated April 3rd, 2007, set a target for the City to reduce energy consumption by 50% and greenhouse gas emissions by 60% on a per-capita basis over 2006 levels by 2031. In 2010, the CEP was re-named the Community Energy Initiative (CEI) as the group transitioned from a focus on planning to implementation.

The CEI is tasked with identifying ways to:

- Take actions within our sphere of influence, as a community and as a municipality.
- Develop strategic partnerships to maximize and expand that sphere of influence.
- Advocate for provincial and federal action to support our efforts.

The proposed development has incorporated a variety of building and site design features that support the City's objectives for energy and water efficiency and conservation. The development project will contain approximately 224 photovoltaic solar panels located on the rooftop of the building. The estimated power output of the rooftop ballasted PV system is 80 kilowatts. The approximate hours of energy production per year is 87,150 kWhrs. The approximate energy savings will be \$13,020 per year.

The Canada Mortgage and Housing Corporation (CMHC) also contains its own energy efficiency standards that must be met to obtain financing. The CMHC standards are more stringent than the Ontario Building Code standards. The development project will be meeting the CMHC standards, in turn, exceeding the Ontario Building Code standards. CMHC requires that

new projects achieve a minimum of a 25% decrease in energy consumption and greenhouse gas emissions relative to the 2015 National Energy Code for Buildings or the 2015 National Building Code, or a minimum of a 15% decrease relative to the 2017 National Energy Code for Buildings.

Applicable actions the proposed development may partake in to promote energy efficiency include:

- **Transportation:** 48 parking spaces will be provided for the development. Reducing the parking rate to only provide what the residents will require to function will encourage alternative means of transportation, in turn promoting more energy-friendly methods, such as walking, cycling, public transit, and carpooling.
- **Built Infrastructure:** As the need for affordable housing is becoming more apparent, more affordable houses need to be built. This development will provide a portion of affordable housing units.
- **Energy Resources:** The development proposal proposes installing Photovoltaic solar panels on the rooftop of the building to reduce the overall energy consumption of the building.
- **Environmental Performance and Thermal Comfort:** High quality materials and technology will improve the air quality and reduce the energy consumption of the heating and cooling of the building.
- **Water Efficient Landscaping:** Permeable landscape materials and drought resistant plant materials will be specified as much as possible.

The proposed development will implement efficient and effective measures to contribute to the City's goal to reduce energy consumption and greenhouse gas emissions.

9 PLANNING POLICY FRAMEWORK

9.1 ONTARIO PLANNING ACT

The Provincial Policy Statement and the provincial plan "A Place to Grow: Growth Plan for the Greater Golden Horseshoe" are issued under Section 3(5) of The Planning Act and outlines matters of Provincial interest. These matters are captured in more detail through the Provincial Policy Statements, Growth Plan and through the Official Plan of the City of Guelph which are reflected in subsequent sections of this Report.

9.2 PROVINCIAL POLICY STATEMENT (PPS)

The 2020 Provincial Policy Statement (PPS) "provides policy direction on matters of provincial interest related to land use planning" in order to ensure efficient, cost-efficient development and the protection of resources. The proposed development is consistent with the PPS and more specifically supports the following policies:

PPS Policy	Response
1.1.3.1 Settlement areas shall be the focus of growth and development.	The subject site is located within the urban growth boundary of the city of Guelph and located within the built-up area.
1.1.3.2	

PPS Policy	Response
<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; 	<p>The development proposal represents an intensification of land use and built form that is compact, efficient, and maximizes land and servicing to fulfill the vision of creating energy efficient, transit-supported urban development that reduce the need for private automobiles</p>
<p>1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>Development standards have been incorporated into the site configuration and building design that is consistent with typical urban development found in medium to large urban centres and elsewhere in the city of Guelph. Several technical studies have been submitted in support of the applications that assess soil and water analysis, noise generation, and wind and shadowing of amenity areas.</p>
<p>1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <ul style="list-style-type: none"> a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; 	<p>The development proposal would add to the existing housing stock and contribute to the availability of affordable and/or attainable housing.</p> <p>The proposed development provides a compact development and supports a range of housing options and affordability levels, contributing to meeting the city's housing needs in a location that is well suited for increased density</p>
<p>1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</p> <ul style="list-style-type: none"> b) permitting and facilitating: <ul style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service 	<p>The proposed building would offer 1-, 2, and 3- bedroom apartment units and would appeal to a wide range of household types and income levels. The proposed apartment building would offer accessible entry and elevator entrance with the ability to convert units for barrier free design, as needed.</p> <p>The proposed development would contribute 48 units on the site, at a density of 195 units per hectare. The proposed density is appropriate for apartment buildings within urban areas to be efficiently serviced by municipal infrastructure and to improve transit usage and commercial viability.</p>

PPS Policy	Response
facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;	
1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.	The proposed development includes the addition of rooftop solar energy generation.
1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services	The use of existing municipal infrastructure is being optimized through Speedvale Avenue East and Manhattan Court rights-of-way. A Functional Servicing Brief has been completed to review and assess water, stormwater, and wastewater demands and sewer capacities. The proposed development would not create any need for additional capital investment or improvements.
1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation	The subject site is located within 200m walking distance of two bus transit stops linking the site to commercial uses, the General Hospital and the downtown.

The Proposed Development represents a significant intensification opportunity of an underutilized property within the built-up area of the City. The Proposed Development will efficiently use existing municipal infrastructure and services, will provide for increased densities within proximity to existing transit services, and is within comfortable walking distance to three elementary schools/parks, places of worship, and commercial area on Speedvale Avenue East. Based on the above, it is the opinion of the writer that the proposed development is consistent with the policies of the 2020 Provincial Policy Statement.

9.3 A PLACE TO GROW - GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Plan's main objective is to provide direction in developing communities with a better mix of housing, jobs, and services near each other. The Site is located within the built-up area.

The proposed development is intended to reduce dependence on automobile use and be transit supportive. The site is located with a mix of land uses in proximity, including access to existing commercial and services, walking distance to three elementary school and open space, availability of municipal servicing, and connectivity to bus transit.

A Place to Grow Policy	Response
2.2.6 Housing 1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will: a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:	The proposed development is being brought forward by Habitat for Humanity – Guelph-Wellington, a strong advocate and provider of providing affordable and attainable housing. Using their successful affordable mortgage model and community partnerships, Habitat for Humanity creates

A Place to Grow Policy	Response
<ul style="list-style-type: none"> ii. establishing targets for affordable ownership housing and rental housing; b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a); c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws. 	<p>financial empowerment and stability for their families to build equity and a better future.</p> <p>The proposed OPA and ZBA applications would permit a development that supports policy 2.2.6.1.a) by contributing to the city's stock of affordable ownership housing.</p>
<p>3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.</p>	<p>The development proposal would create 11 One bedroom units, 17 two bedroom units, and 20 three bedroom units. This mix of unit sizes accommodates a wide variety of household types, particularly three bedroom units, which are often underrepresented in new developments.</p>
<p>4.2.10 Climate Change</p> <p>1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:</p> <ul style="list-style-type: none"> a) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan; b) reducing dependence on the automobile and supporting existing and planned transit and active transportation; 	<p>As discussed above, the subject site is located within close proximity to transit and several commercial, recreational, and institutional uses that are desirable and contribute to a complete and healthy community. The proposed development would add foot traffic and increased usage of transit service and increase the viability of nearby commercial and institutional uses.</p> <p>Considering the desired market, multiple car owners are not anticipated within the development and thus supporting alternative modes or travel.</p>
<p>5.2.4 Growth Forecasts</p> <p>5. Within delineated built-up areas, municipalities may plan for development beyond the horizon of this Plan for strategic growth areas that are delineated in official plans and subject to minimum density targets, provided that:</p> <ul style="list-style-type: none"> a) integrated planning for infrastructure and public service facilities would ensure that the development does not exceed existing or planned capacity; b) the type and scale of built form for the development would be contextually appropriate; and c) the development would support the achievement of complete communities, including a diverse mix of land uses and sufficient open space 	<p>Presently, infrastructure within the Speedvale Avenue right-of-way has been successively improved, including paths of travel, servicing upgrades, and boulevard improvements. As a major east-west arterial through the city, it is expected that this corridor would see intensification beyond the planning horizon.</p>

The development proposal satisfies the policies of the Growth Plan by promoting and facilitating intensification within the delineated built-up area with an appropriate built-form, height, scale, density and type of development that appropriately

addresses the need for housing within the planning horizon and beyond. Based on the above, it is the opinion of the writer that the proposed development is consistent with the policies of the 2020 Growth Plan for the Greater Horseshoe.

9.4 CITY OF GUELPH OFFICIAL PLAN (OPA 80)

The 1994 City of Guelph Official Plan (“Official Plan”) was comprehensively updated in 2001 and more recently through the City-initiated Official Plan Amendment “OPA 80,” in July 2022, to conform to the 2020 PPS, the 2020 Growth Plan and changes to the Planning Act through Bill 108, “More Homes, More Choice Act”. “OPA 80” was approved by the Ministry of Municipal Affairs and Housing and subsequently repealed in November 2023. Bill 150 received Royal Assent on December 6, 2023, which reenacted the “OPA80” with remedied modifications.

The City of Guelph Official Plan designates the subject lands for **Low Density Residential (LDR)**. The LDR designation permits low-rise residential buildings up to 3-storeys in height and maximum density of 35 units per hectare. Therefore, an Official Plan Amendment is required to re-designate the subject site to **High Density Residential (HDR)**, which permits residential apartment buildings up to 10 storeys in height and a maximum density of 150 units per hectare.

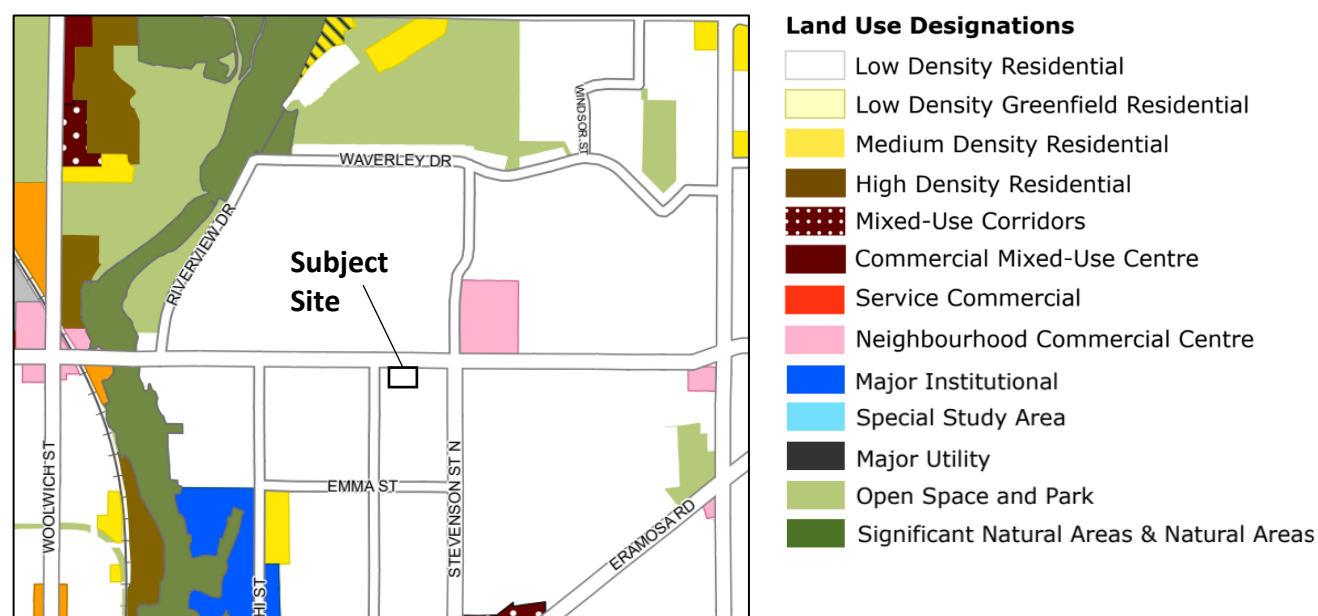


Figure 16. The City of Guelph Official Plan, Schedule 2: Land Use Plan

City of Guelph Official Plan Objectives & Policy	Response
3 Planning a Complete and Healthy Community Guelph will be a compact, vibrant City, made up of complete communities for current and future generations that meets the following objectives: <ul style="list-style-type: none"> a) To provide for a sufficient supply of land within the City's settlement area boundary to accommodate projected growth to the year 2051. b) To direct growth to locations within the delineated built-up area where the capacity exists to best 	<p>To aid in establishing a complete, compact and healthy community, the proposed development contributes to the housing stock offering attainable and affordable housing units that are located in proximity to retail and services uses, education and institutional uses, and access to bus transit.</p> <p>Photovoltaic cells are intended to be installed on the roof of the proposed building to generate solar energy and</p>

City of Guelph Official Plan Objectives & Policy	Response
<p>accommodate the expected population and employment growth</p> <p>f) To support a multi-modal transportation network and efficient public transit that links Downtown to the rest of the community and surrounding municipalities.</p> <p>g) To reduce overall energy demand with an integrated approach to planning.</p> <p>i) To support transit, walking and cycling for everyday activities.</p>	<p>offset energy usage and contribute to reducing the impacts of climate change.</p> <p>The proposed building also encourages the use of transit and cycling. Bus stops are located within 200m of the subject site and the nearest bike land is located on Stevenson Road to the east and within Riverview Park to the west. Speedvale Avenue East, directly north of the site, is also slated for improvements initiating in 2025, including sidewalks and other infrastructure.</p>
<p>3.1 Complete and Healthy Community</p> <p>1. Planning to support the achievement of complete communities, as a central theme to this Plan, is focused on the achievement of a well-designed, compact, vibrant city that meets people's needs for daily living throughout their lifetime by providing:</p> <p>ii) a full range of housing options and densities to accommodate a range of incomes and household sizes;</p> <p>iii) local services and public service facilities including affordable housing and schools;</p> <p>iv) high quality publicly accessible open space and adequate parkland opportunities for recreation including trails and other recreational facilities;</p> <p>vi) convenient access to a range of transportation options including public transit and active transportation.</p>	<p>The development proposal would create 48 new apartment units, 20 of which would offer 3-bedroom units that are often difficult to find and are a more attainable option for larger households.</p> <p>The subject site is serviced by bus transit (Route 12) and is within 800m walking distance of three elementary schools, places of worship, parks and open space, and a large commercial plaza offering restaurants, personal services, grocery, banks, gas station, and other amenities to provide the day-to-day needs.</p>
<p>3.4 Delineated Built-up Area and General Intensification</p> <p>iii) the City will promote and facilitate intensification throughout the delineated built-up area, and in particular within the Downtown and Strategic Growth Areas as identified on Schedule 1a.</p> <p>v) a diverse range and mix of housing options and densities will be planned, including affordable housing and additional residential dwelling units to meet projected needs of current and future residents at all stages of life and to accommodate the needs of all household sizes and incomes.</p> <p>vi) 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.</p> <p>vii) development within the delineated built up area will create attractive and vibrant spaces in accordance with the urban design policies of the Plan.</p>	<p>The proposed development is located within the built-up area of the city and intensifies an underutilized site. As described in policy 3.7.3.ii.) intensification projects are encouraged throughout the built up area and again representing the qualities of a complete and healthy community, including but not limited to a mix of uses within a walkable distance and access to transit service. Through discussion with staff and pre-consultation, a development proposal is being brought forward that creates 48 new apartment units within a 6-storey mid-rise building with a density of 195 units per hectare. Several technical studies have assessed the potential and perceived impacts of the development and are supportive of the intended scale of the intensification and should be considered appropriate for the site.</p>
<p>3.6 Strategic Growth Areas</p> <p>i) Strategic growth areas are identified on Schedule 1a of this Plan and include Downtown. Strategic Growth Areas, other than Downtown, are classified as community mixed-use nodes or intensification corridors. Strategic growth areas will be planned to</p>	<p>Although Speedvale Avenue East is not identified as an intensification corridor within a Strategic Growth Area, the intended objectives to create a complete community within a compact form are achieved by the development proposal as described above (see 3.1 Complete and Healthy Community) and the subject site is capable of</p>

City of Guelph Official Plan Objectives & Policy	Response
<p>provide for higher density mixed-use development in proximity to transit services.</p> <p>2. Strategic growth areas provide a focus for investment in transit, other infrastructure and public service facilities to support forecasted growth while supporting a more diverse range and mix of housing options.</p> <p>3. Strategic growth areas will be planned and designed to:</p> <ul style="list-style-type: none"> i) achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels; ii) be well served by transit and facilitate pedestrian and cycling traffic; iii) provide mixed-use development in a higher density, compact form that supports walkable communities and live/work opportunities; and iv) provide a mix of residential, office, institutional, and commercial uses that allows for a range of housing options and services. 	<p>supporting a higher density development provided the subject site is located within 200m of a large commercial shopping centre, supported by bus transit (Route 12), and within 400m of 3 elementary schools, and places of worship and within 800m of several public parks, including Riverside Park and its trail system.</p>
<p>Intensification Corridors</p> <p>v) Development within intensification corridors will be directed and oriented toward arterial and collector roads.</p>	<p>The proposed building would be oriented toward the arterial roadway</p>
<p>4.4.5 Potentially Contaminated Properties</p> <p>iii) The City may require proponents of <i>development</i> to submit an environmental screening for contaminated sites including a Phase I and/or Phase II Environmental Site Assessment for a property or properties that are subject to a <i>development</i> application. The environmental site assessment(s) will be prepared:</p> <ul style="list-style-type: none"> i) In accordance with provincial legislation, regulations and standards and signed by a qualified person as defined by provincial legislation and regulations, as amended from time to time; or ii) to the City's satisfaction 	<p>A Phase I and Phase II Environmental Site Assessment has been completed by Englobe, which has assessed the soils and groundwater as well as any historic or nearby potential sources of contamination. Refer to Section 8.4 of this report for details. No site remediation is required.</p>
<p>4.4.6 Noise and Vibration</p> <p>a) To minimize and mitigate land use conflicts caused by noise and vibration between <i>sensitive land uses</i> and railways, highways, <i>employment areas</i> and stationary sources in accordance with all applicable Provincial and City regulations and guidelines.</p>	<p>An Environmental Noise Study has been completed to assess traffic and point-source noise emissions. Refer to section 8.7 of this report for details. Typical mitigation measures have been recommended for residential developments abutting arterial roadways, as well as recommendations regarding enclosing the building's emergency generator.</p>
<p>4.7.2 Local Renewable and Alternative Energy Generation</p> <p>a) To encourage and facilitate local generation through <i>renewable energy systems</i> and <i>alternative energy systems</i>.</p>	<p>The proposed development would integrate photovoltaic solar panels on the rooftop of the building.</p>
<p>6 Municipal Services and Infrastructure</p>	

City of Guelph Official Plan Objectives & Policy	Response
<ul style="list-style-type: none"> a) To encourage the efficient use of municipal services and utilities. b) To ensure full municipal services are provided for all forms of <i>development</i>. c) To ensure <i>groundwater</i> resources, on which Guelph's water supply is based and which sustain the area's natural environment, are respected, protected and conserved. 	<p>A Functional Servicing Brief has been completed to review the availability of municipal services and existing capacity, as well as provided proposed servicing options. The proposed development would be able to be fully serviced – refer to section 8.5 of this report for further details.</p>
<p>7.2 Affordable Housing The City recognizes the importance of housing, including <i>affordable housing</i>, in meeting the needs of the city's existing and future residents.</p> <ul style="list-style-type: none"> a) To encourage and support the development of <i>affordable housing</i> throughout the city by planning for a range of housing types, forms, tenures and densities. f) To promote innovative housing types and forms to ensure <i>affordable housing</i> for all socio-economic groups throughout the city. h) To ensure that an adequate supply, geographic distribution and range of housing types including <i>affordable housing</i> and supporting amenities, are provided to satisfy the needs of the community and to support an affordable lifestyle. 	<p>As discussed above, refer to Section 7 of this report, the proposal would create a range of units sizes that are intended for affordable, attainable and market-rate housing ownership.</p> <p>There is an identified need for high-density affordable housing units.</p>
<p>8.0 Urban Design</p> <ul style="list-style-type: none"> b) To build compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage walking. d) To engage in “place-making” - developing infrastructure, spaces and buildings that are permanent and enduring, memorable and beautiful, adaptable and flexible, and valued. f) To ensure that the design of the built environment promotes excellence in urban design by respecting the character of the existing distinctive areas and neighbourhoods of the city. g) To create a diversity of inviting and accessible gathering places that promote a full range of social, cultural and economic interaction. i) To allow for a range of architectural styles and promote expressions that bring interest and diversity in urban form and architectural design while responding appropriately to the local context and achieving compatibility. i) To design space that is accessible to all, regardless of abilities. m) To design for a choice of mobility including walking, cycling, transit and driving. 	<p>An Urban Design Brief has been completed to review the urban design policies and best practices attributed to the proposed site and building design.</p> <p>The proposed applications would facilitate a high-density building that would create a distinctive building on Speedvale Avenue East and establish distinguished streetwall that is animated with and heavily landscaped. Amenity space has been allocated at building entrances, providing areas for seating and meeting neighbours. The building would be able to accommodate barrier free residents as well as those without vehicles.</p>
<p>9.3.1.1 Development Criteria for Multi-Unit Residential Buildings and Intensification Proposals</p>	

City of Guelph Official Plan Objectives & Policy	Response
<p>The following criteria will be used to assess <i>development</i> proposals for multi-unit residential <i>development</i> within all residential designations and for <i>intensification</i> proposals within existing residential neighbourhoods. These criteria are to be applied in conjunction with the applicable Urban Design policies of this Plan.</p> <ol style="list-style-type: none"> 1. Building form, scale, height, setbacks, massing, appearance and siting are <i>compatible</i> in design, character and orientation with buildings in the immediate vicinity. 2. Proposals for residential lot infill will be <i>compatible</i> with the general frontage of lots in the immediate vicinity. 3. The residential <i>development</i> can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit. 4. Vehicular traffic generated from the proposed <i>development</i> will not have an unacceptable impact on the planned function of the adjacent roads and intersections. 5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated. 6. That adequate municipal <i>infrastructure</i>, services and amenity areas for residents can be provided. 7. Surface parking and driveways shall be minimized. 8. <i>Development</i> shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable. 9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing. 10. The <i>development</i> addresses public safety, identified <i>public views</i> and accessibility to open space, parks, trails and the Natural Heritage System, where applicable. 11. The <i>conservation</i> and integration of <i>cultural heritage resources</i>, including identified key <i>public views</i> can be achieved subject to the provisions of the <i>Cultural Heritage Resources</i> Section of this Plan. 	<ol style="list-style-type: none"> 1. The proposed applications would facilitate a 6-storey apartment building with a density of 195 units per hectare. Consideration for existing surrounding uses has been given to create a harmonious transition. Mitigation includes building setbacks, appropriate building height, and landscaping/screening. 2. The proposed site configuration consolidates a commercial lot and one residential lot 'fronting' onto an arterial roadway, where larger buildings are appropriate to be located. 3. The subject site is located within 200m of transit facilities, three schools, places of worship, and a large shopping centre offering grocery store, restaurants, etc; as well as within 800m of parks and open spaces. 4. Access to the site has been limited to Manhattan Court, a local road that terminates shortly south of the site. The intersection at Speedvale Avenue East is currently uncontrolled but anticipated to operate within an acceptable level of service. 5. In Habitat for Humanity's experience in providing home ownership for their families and other residents, it is not anticipated that vehicle ownership would exceed 1.0 spaces per unit, as proposed on the development. 6. Existing servicing options have been reviewed and found to be achievable for the proposed development. Refer to Functional Servicing Brief submitted under separate cover. 7. Internal parking has utilized for portion of the ground floor of the building, including 10 secured parking spaces. For the scale and intent of the development, underground parking is not feasible. 8. No new roads are created with this application, however transit, cycling and walking are encouraged. 9. The impacts of wind and shadowing has been completed. No adverse impacts on adjacent properties have been determined. 10. There are no public views/vistas, natural hazards or heritage resources, or other significant features being impacted with the intended development. 11. There are no significant cultural heritage resources, districts, or features in proximity of the subject site.
<p>9.3.5 High Density Residential</p> <p>The predominant use of land within the High Density Residential Designation shall be high density multiple unit residential building forms.</p> <p>Permitted Uses</p> <ol style="list-style-type: none"> 1. The following uses may be permitted subject to the applicable provisions of this Plan: 	<p>The proposed development would be comprised of a 6-storey apartment building, creating 48 dwelling units. After land dedication for Speedvale Avenue East ROW improvements, the net lot area of the subject site is 0.2469m².</p>

City of Guelph Official Plan Objectives & Policy	Response
<p>i) multiple unit buildings generally in the form of apartments.</p> <p>Height and Density</p> <p>2. The minimum height is three (3) storeys and the maximum height is ten (10) storeys.</p> <p>3. The maximum net density is 150 units per hectare and not less than a minimum net density of 100 units per hectare.</p> <p>4. Within strategic growth areas, the maximum net density is 250 units per hectare.</p>	<p>A net residential density of 195 units per hectare is proposed; therefore, an amendment to the Official Plan to create a site specific special policy area is required.</p>

It is of the opinion of the writer that the proposed development would support the broad vision established for the High Density Residential land use designation. The proposed development would conform with the general urban design objectives of the Official Plan and has regard for the surrounding land uses, energy efficiency, and represent good land use planning. The only policy of the Official Plan to which the proposed development does not fully comply is the net residential density of the development and as a result is the source of the requested Official Plan Amendment to create a Site Specific Policy is required. A draft of the required Zoning By-law Amendment provisions are included in **APPENDIX A**.

10 CITY OF GUELPH ZONING BYLAW

10.1 ZONING BYLAW (1995)-14864

The City of Guelph Zoning Bylaw (1995) – 14864 was adopted by Guelph City Council on June 19, 1995. Under the 1995 Zoning Bylaw, the site is dual zoned under the Residential Single Detached (R.1B) Zone and the Specialized Office-Residential (OR-36) Zone (**Figure 17**). The R.1B Zone applies to the existing single family dwelling at #303 Speedvale Avenue East and permits single detached dwellings, additional residential dwelling units, and accessory uses. The OR-36 Zone applies to #309 and #317 Speedvale Avenue East and permits offices (including medical), personal services, day care and artisan studio uses in addition to residential uses as a mixed use building or standalone in the form of single or semi-detached dwellings.

The Zoning By-law Amendment proposes a new Site Specific ‘Specialized Residential Infill Apartment (R.4B-##) Zone’ with site-specific provisions. Per Section 5.4.2.5.2, properties that would be zoned specialized R.4B within the “Older Built-Up Area Outside the CBD”, as indicated on Map 68, the R.4C zoning regulations would be applied. Also note, the intended development would be oriented to the arterial road and therefore, Speedvale Avenue East would be deemed to be the Front Lot Line for the purposes of this By-law.

Table 2 provide a comparative summary of the relevant regulations of the Chapter 4 General Provisions and regulations of the proposed R.4B Zone under Chapter 5.

A draft of the required Zoning By-law Amendment provisions are included in **APPENDIX B**.

Table 2. Summary of Residential (R.4B) Zone Regulations – ZB (1995)-14864

Regulation	Reference	Required	Proposed	Compliance
Lot Area (Min, m ²)	Table 5.4.2, Row 3	650.0	2,469.09	Yes
Lot Frontage (Min, m)	Table 5.4.2, Row 4	15.0	60.96	Yes
Density (Max, uph)	Table 5.4.2, Row 5	150.0	195	No
Front Yard (Min, m)	Table 5.4.2, Row 6 (R4.C)	3.0	2.3	No
Front Yard (Max, m)	Table 5.4.2, Row 7 (R4.C)	6.0	2.3	Yes
Exterior Side Yard (Min, m)	Table 5.4.2, Row 6 (R4.C)	3.0	7.0	Yes
Exterior Side Yard (Max, m)	Table 5.4.2, Row 7 (R4.C)	6.0	7.0	No
Interior Side Yard (Min, m)	Table 5.4.2, Row 8 (R4.C)	9.55	7.5	Yes
Rear Yard (Min, m)	Table 5.4.2, Row 9 (R4.C)	9.55	19.7	Yes
Building Height (Max)	Table 5.4.2, Row 10 (R4.C)	6 Storey s	6 Storeys	Yes
Common Amenity Space (Min, m ²)	Table 5.4.2, Row 12 (R4.C)	0.0	11.3 m ² /unit	Yes
Landscaped Open Space (Min, %)	Table 5.4.2, Row 13 (R4.C)	Front Yard to be Landscaping	Landscaping in front Yard	Yes
Floor Space Index (FSI)	Table 5.4.2, Row 18 (R4.C)	2.0	1.93	Yes
Off-Street Parking (Min)	4.13.4.3 <ul style="list-style-type: none"> For the first 20 units = 1.5/unit For each unit in excess of 20 units = 1.25/unit 	65 Spaces	48 Spaces	No
Exterior Parking Spaces	4.13.3.2.2	---	2.75 x 5.5	Yes
Interior Parking Spaces	4.13.3.2.2		2.75 x 5.5	No
Barrier Free	4.13.5.1	2	2	Yes
Barrier Free Size	4.13.5.2	4 x 5.5	2.75 x 5.5	No
Visitor Parking	4.13.6	13	3	No
Parking Setback (lot line)	4.13.2.4.1	3.0	0.0	No
Angular Plane	4.16	45°	±48° Manhattan ±47° Speedvale	No
Driveway – Sight Line Triangle	4.6.2	4 x 5 m	Parking located within	No



Figure 17. City of Guelph Zoning Bylaw (1995)-14864, Schedule 'A', Map 44

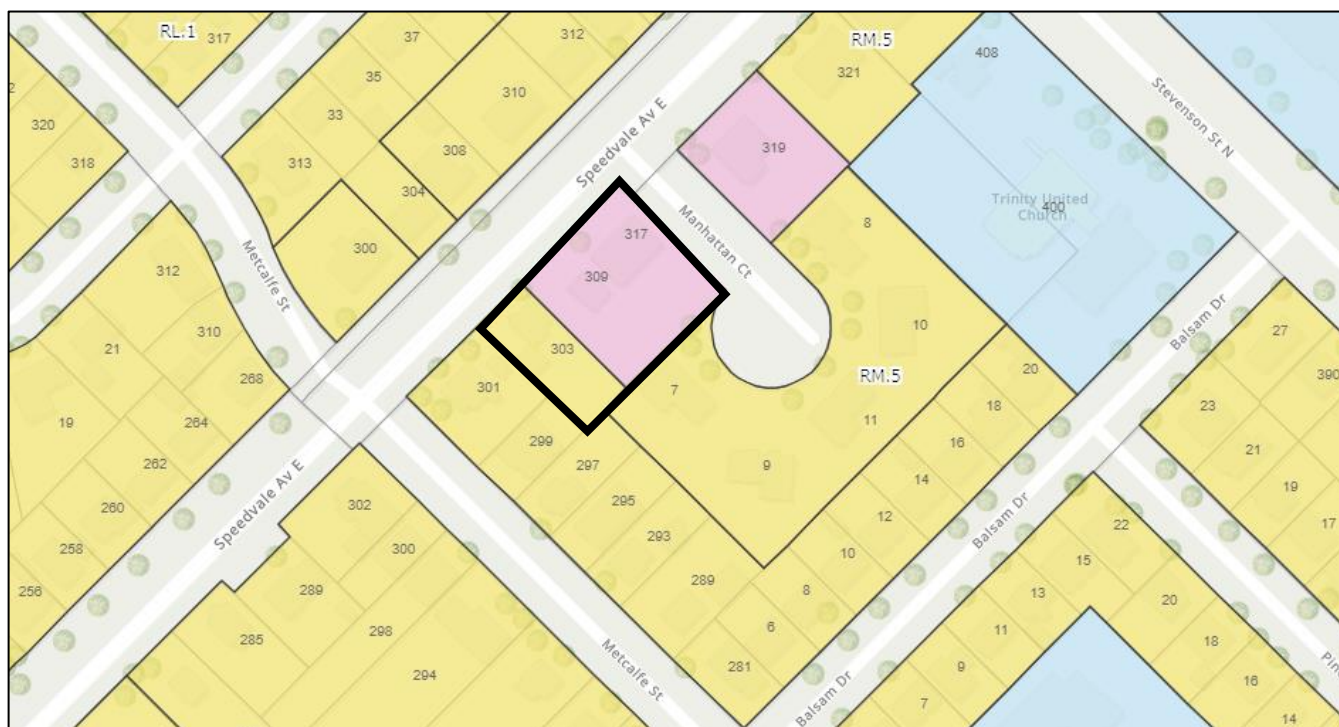


Figure 18. City of Guelph Zoning Bylaw (2023)-20790, Schedule 'A', Map 44

10.2 ZONING BYLAW (2023)-20790

A comprehensive Zoning By-law review has been approved by Council April 18th, 2023. However, the bylaw is currently under appeal at the Ontario Land Tribunal, but must also be considered with any new planning applications. Under Zoning By-law (2023)-20790, the subject site is zoned under the Low Density Residential 1 (RL.1) Zone and the Convenience Commercial (CC.5) Zone (Figure 18). The general purpose of the CC zone variations are to provide limited convenience commercial opportunities within residential areas to provide the day-to-day needs of the community. The RL.1 Zone permits Single Detached Dwellings, Semi-detached & Duplex Dwellings, street-oriented townhouses, as well as small multi-unit residential buildings. A new site-specific Zoning Bylaw Amendment would be required to permit the proposed apartment building.

The Zoning By-law Amendment proposes a new Density Residential (RH.7-##) Zone with site-specific provisions. Similar to the 1995 Zoning Bylaw, a special provision would be needed to deem Speedvale Avenue East as the Front Lot Line for the purposes of this By-law. **Table 3** provides a comparative summary of the relevant regulations of the Zoning By-law as it relates to the proposed development.

A draft of the required Zoning By-law Amendment provisions are included in **APPENDIX C**.

Table 3. Summary of Residential (RH.7) Zone Regulations – ZB (2023)-20790

Regulation	Reference	Required	Proposed	Compliance
Lot Frontage (Min, m)	Table 6.32	30.0	60.96	Yes
Density (uph)	Table 6.32	100-150	195	No
Front Yard (m)	Table 6.33	6-11	2.3	No
Exterior Side Yard (Min, m)	Table 6.33.A	6-11	7.0	Yes
Interior Side Yard (Min, m)	Table 6.33	7.5	7.5	Yes
Rear Yard (Min, m)	Table 6.33	7.5	19.7	Yes
Landscaped Open Space (Min, %)	Table 6.33	40	19.7	No
Buffer Strip (Min, m)	Table 6.33	3.0 (Int.) 3.0 (Rear) 3.0 (Ext.)	0.4 1.5 0.0	No
Building Height (Min, storeys)	Table 6.34 In accordance with 4.14.4 (i) 45° from the Centreline of the ROW	3-10 45°	6 Storey ±47°	Yes No
Building Length (Max, m)	Table 6.34.E	75	46.39	Yes
Active Entrance	Table 6.34	2 Speedvale 2 Manhattan	1 1	No No
Angular Plane	Table 6.35	30° - 45°	± 68°	No
Common Amenity Space (Min, m ² /unit)	Table 6.34	0.0	11.3 m ² /unit	Yes
Drive Isle Width	Table 5.1	6.5	6.1 (Interior)	No

Regulation	Reference	Required	Proposed	Compliance
(Min, m)				
Parking	Table 5.3	65	48	No
Visitor Parking (%)	Table 5.3	13	3	No
Barrier Free (Rate)	Table 5.5	3	2	No
Driveway – Sight Line	Section 4.6.2.a	4 x 5	Parking located within	No
Parking Setback (lot line)	Section 5.2.2	3.0	0.0	No

11 CLOSING

In conclusion, it is our opinion that the requested Amendments to the Official Plan and Zoning Bylaw are appropriate for the subject site and represent good planning for the following reasons:

- The proposal is consistent with the policies of the Provincial Policy Statement, 2020, which promotes healthy, liveable and safe communities by accommodating an appropriate infill development within an urban Settlement Area on full municipal services;
- The proposal conforms to the general intent of the Official Plan, including policies for intensification which recognize the need for more intensive forms of development in appropriate areas served by transit and in proximity to institutional, recreational and commercial areas;
- The proposed Zoning By-Law Amendment applications would permit a 6-storey apartment building that would contribute to the affordable housing supply to meet the demand in the city of Guelph.
- The proposed development is of a height, scale and intensity that will result in a built form that is compatible with the surrounding uses and is well suited for increased density given the location along the arterial road and proximity to commercial retail and services; and
- The proposed development has been designed to be sensitive to the adjacent low density residential uses using appropriate building setbacks, an appropriate mid-rise building height, and landscaping as mitigation.

For the reasons noted above and throughout this report, it is recommended that the City of Guelph approve the proposed Official Plan Amendment and Zoning By-Law Amendment applications.

Respectfully submitted,

Strik, Baldinelli, Moniz Ltd.

Planning • Civil • Structural • Mechanical • Electrical



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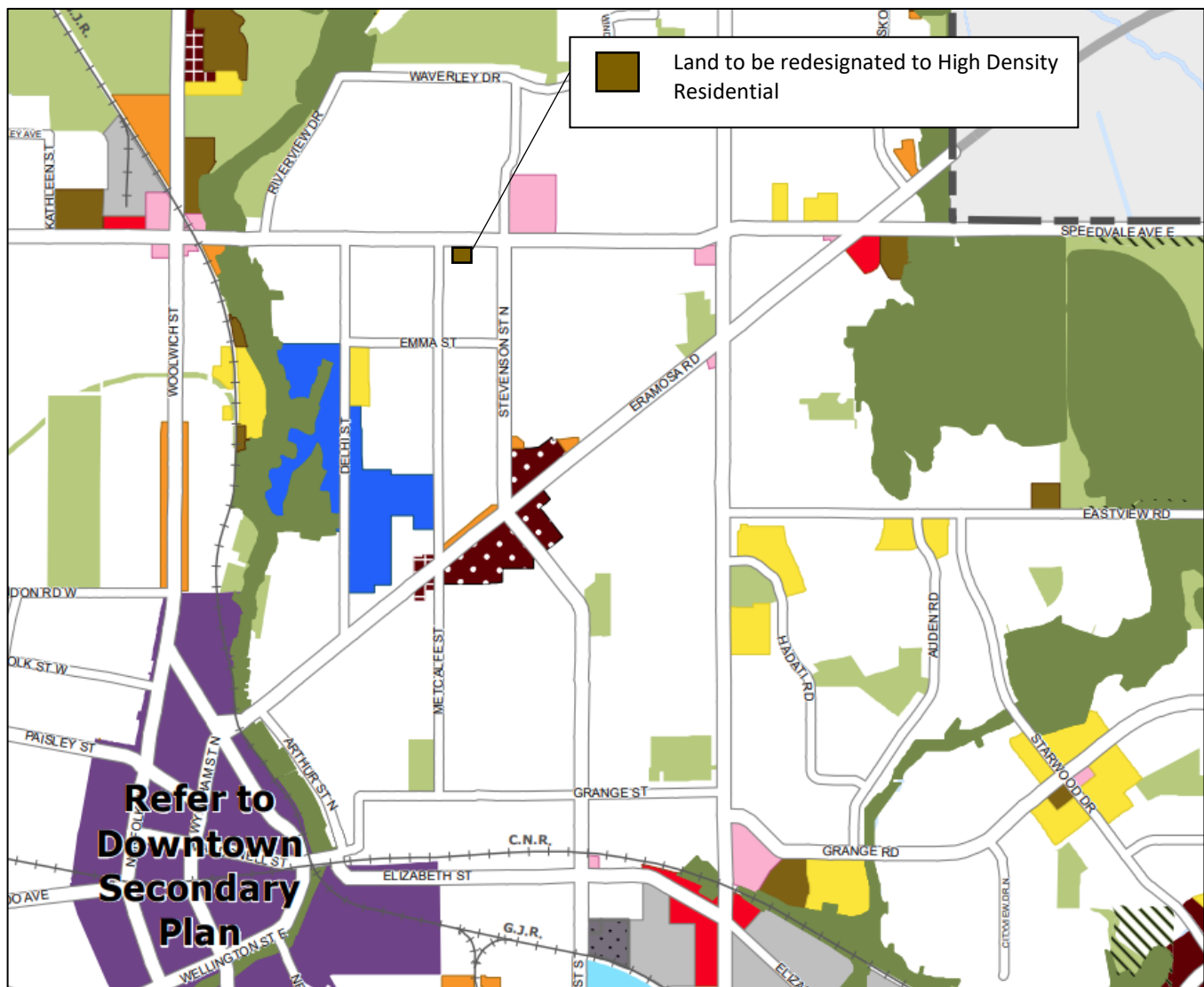
APPENDIX A:DRAFT OFFICIAL PLAN AMENDMENT

1. The Official Plan for the City of Guelph is further amended by adding the following new policy to Section 9.12, as follows:

9.12.XX 303-317 Speedvale Avenue

Notwithstanding the maximum net density in the “High Density Residential” land use designation, the maximum net density shall be 195 units per hectare.

2. Schedule 2: Land Use Plan of The City of Guelph Official Plan is hereby amended by changing the land use designation on 303-317 Speedvale Avenue, from ‘Low Density Residential’ to ‘High Density Residential’, as shown on the following excerpt from Schedule 2:



APPENDIX B:DRAFT ZONING BYLAW AMENDMENT (1995)-14864

THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2024)-XXXXX

A By-law to amend By-law Number (1995) - 14864,

as amended, known as the Zoning By-law for the City of Guelph as it affects property known municipally as 303-317 Speedvale Avenue East and legally described as Lot 15 Concession 2, Division 'F' in the City of Guelph (File XX).

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

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

1. By-law Number (1995)-14864, as amended, is hereby further amended by rezoning the lands described as 303 Speedvale Avenue East from R.1B (Residential Single Detached) Zone to the R.4B-XX (Specialized Residential Apartment) Zone and 309-317 Speedvale Avenue East from the Specialized OR-36 (Office Residential) to the R.4B-XX (Specialized Residential Apartment) Zone.

2. Section 5.4.3.2 of By-law Number (1995)-14864, is hereby further amended by adding new Subsection 5.4.3.2.XX for 303-317 Speedvale Avenue East as follows:

5.4.3.2.XX

R.4B-XX

303-317 Speedvale Avenue

As shown on Defined Area Map Number 44 of Schedule "A" of this By-law.

5.4.3.2.XX.1

Permitted Uses

- **Apartment Building**
- **Accessory Use** in Accordance with Section 4.23
- **Home Occupation** in Accordance with Section 4.19

5.4.3.2.XX.2

Regulations

5.4.3.2.XX.2.1

For the purposes of this Zoning By-law, the Front Lot Line shall be deemed to be Speedvale Avenue East.

5.4.3.2.XX.2.2

In accordance with the High-Density Apartment regulations (R4.B) of Table 5.4.2 of the Zoning By-law to be amended, with the following exceptions and additions:

5.4.3.2.XX.2.3

Maximum Density

Notwithstanding Table 5.4.2, Row 5, that the maximum density permitted shall be 195 units per hectare.

5.4.3.2.XX.2.4

Minimum Front Yard Setback

Notwithstanding Table 5.4.2, Row 6, that the minimum front yard setback (Speedvale Ave. East) shall be permitted to be 2.3m.

5.4.3.2.XX.2.5

Maximum Exterior Side Yard Setback

Notwithstanding Table 5.4.2, Row 7, that the maximum exterior yard setback (Manhattan Crt) shall be 7.0m.

5.4.3.2. XX.2.6 Maximum Angular Plane

Notwithstanding Section 4.16.2, the maximum angular plane be 50 degrees from the centreline of Speedvale Avenue East and the centreline of Manhattan Court.

5.4.3.2. XX.2.7 Minimum Parking setback from a lot line

Notwithstanding Section 4.13.2.4.1, that parking be permitted within a minimum 0.0m setback from the lot line.

5.4.3.2. XX.2.8 Parking Rate

Notwithstanding Section 4.13.4.3, the minimum required parking spaces for an apartment building be 1.0 parking space per unit.

5.4.3.2. XX.2.9 Interior Parking Space Dimensions

Notwithstanding Section 4.13.3.2.2, that the minimum interior parking space dimension be 2.75m by 5.5m.

5.4.3.2. XX.2.10 Accessible Parking Space Dimensions

Notwithstanding the requirements of 4.13.5.2 that the required accessible parking spaces for the exclusive use of physically disabled persons be a minimum dimension of 2.75m x 5.5m with a shared 2.0m access walkway.

5.4.3.2.XX.2.11 Minimum Visitor Parking

Notwithstanding the requirements of Section 4.13.6, that the minimum number of visitor parking spaces required on site be 3 designated spaces. These spaces shall be provided for the use of visitors to a residential building and such parking spaces shall be located above grade and clearly identified as being reserved for the exclusive use of visitors.

5.4.3.2.XX.2.12 Corner Sight line Triangle

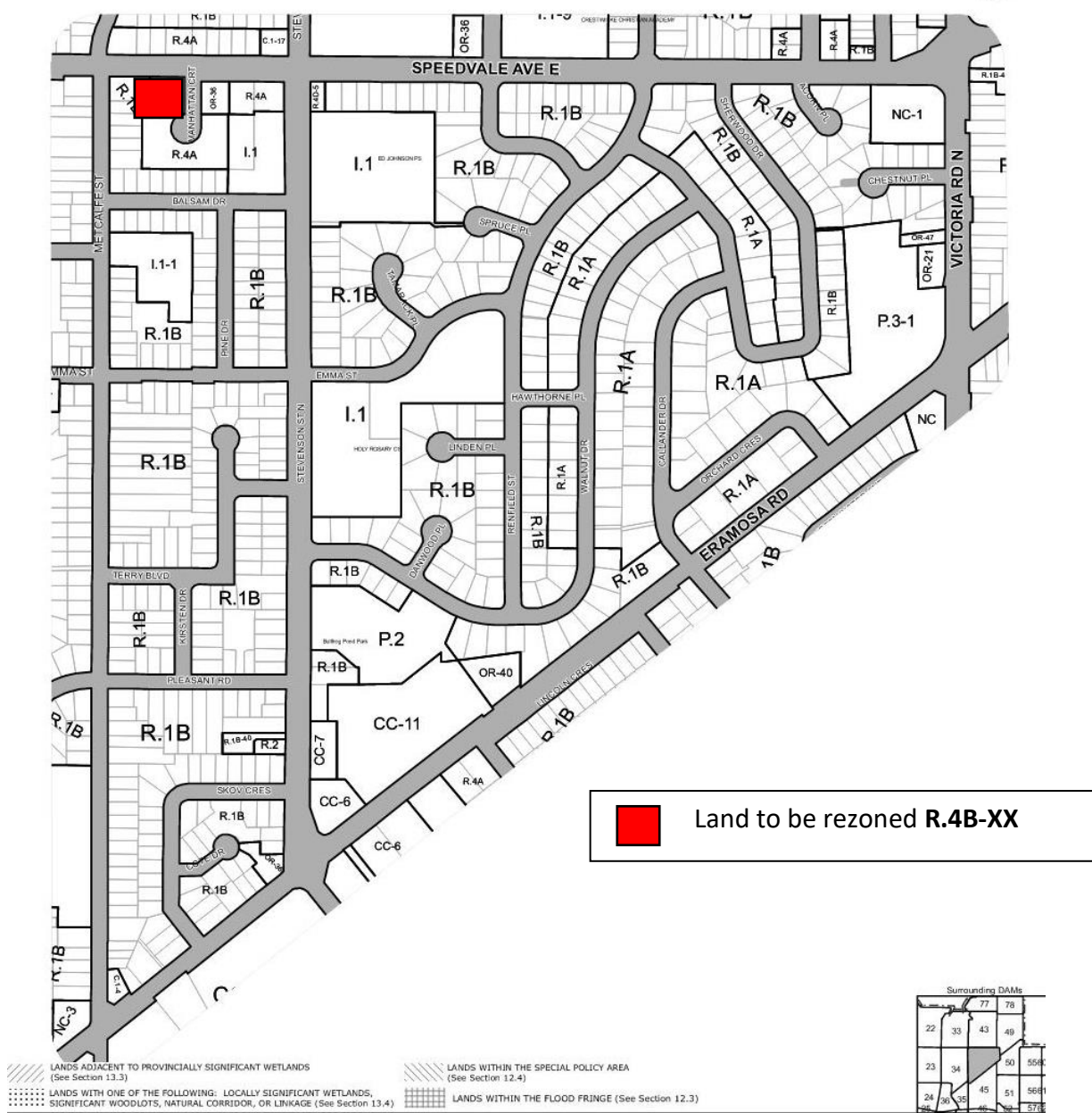
Notwithstanding the requirements of Section 4.6.1, that the proposed building be permitted to encroach a maximum of 0.3m into the required sight line triangle.

5.4.3.2.XX.2.13 General Sight Line

Notwithstanding the requirements of Section 4.6.2.2, that vehicles be permitted within the required sight line triangle.

3. Schedule "A" of By-law Number (1995)-14864, as amended, is hereby further amended by deleting the Defined Area Map 44 for 303-317 Speedvale Ave East and adding a new Defined Area for Map 44 attached hereto as Schedule "A".

4. Where notice of this by-law is given in accordance with the Planning Act, and where no notice of objection has been filed within the time prescribed by the regulations, this by-law shall come into effect. Notwithstanding the above, where notice of objection has been filed within the time prescribed by the regulations, no part of this by-law shall come into effect until all of such appeals have been finally disposed of by the Ontario Land Tribunal.

Schedule 'A'**Proposed Zoning By-Law Amendment to Map 44 of Schedule 'A'****Zoning By-Law (1995) - 14864**DEFINED AREA
MAP NO.**44**Produced by the City of Guelph
Community Design and Development Services, Planning Services**CITY OF GUELPH BY-LAW (1995) - 14864**
As last amended by By-law (2010) - 19063**SCHEDULE 'A'**

APPENDIX C:DRAFT ZONING BYLAW AMENDMENT (2023)-20790

THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2024)-XXXXX

A By-law to amend By-law Number (2023) - 20790,

as amended, known as the Zoning By-law for the City of Guelph as it affects property known municipally as 303-317 Speedvale Avenue East and legally described as Lot 15 Concession 2, Division 'F' in the City of Guelph (File XX).

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

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

1. By-law Number (2023)-20790, as amended, is hereby further amended by rezoning the lands described as 303 Speedvale Avenue East from RL.1 (Low Density Residential 1) Zone to the RH.7-XX (Specialized High Density Residential) Zone and 309-317 Speedvale Avenue East from the CC-5 (Convenience Commercial) to the RH.7-XX (Specialized High Density Residential) Zone.

2. Section 18.7 of By-law Number (2023)-20790, is hereby further amended by adding new Subsection 18.7.XX for 303-317 Speedvale Avenue East as follows:

18.7.XX

RH.7-XX

303-317 Speedvale Avenue

As shown on Defined Area Map Number 44 of Schedule "A" of this By-law.

18.7.XX.1

For the purposes of this zoning by-law, the front lot line shall be deemed to be Speedvale Avenue East.

18.7.XX.2

Permitted Uses

- **Apartment Building**
- **Home Occupation** in Accordance with Section 4.15
- **Accessory Use** in Accordance with Section 4.21

18.7.XX.3

Regulations

18.7.XX.3.1

For the purposes of this Zoning By-law, the Front Lot Line shall be deemed to be Speedvale Avenue East.

18.7.XX.3.2

In accordance with the High-Density Residential regulations (RH.7) of Tables 6.32-6.34 of the Zoning By-law are to be amended, with the following exceptions and additions:

18.7.XX.3.3

Maximum Density

Notwithstanding Table 6.32, the maximum density permitted shall be 195 units per hectare.

18.7.XX.3.4

Minimum Front Yard Setback

Notwithstanding Table 6.33, the minimum front yard setback (Speedvale Ave. East) be permitted to be 2.3m.

18.7.XX.3.5	Minimum Landscaped Open Space Notwithstanding Table 6.33, the minimum landscaped open space be permitted to be 19.5%.
18.7.XX.3.6	Minimum Buffer Strip Notwithstanding Table 6.33, the minimum buffer strips provided on site be as follows: <ul style="list-style-type: none">• 0.4m along the interior lotline• 1.5m along the rear property line• 0.0m along the exterior property line
18.7.XX.3.7	Active Entrance Notwithstanding Table 6.34, the minimum number of active entrances shall be provided as follows: <ul style="list-style-type: none">• 1 active entrance for 60.96m of frontage along Speedvale Ave E.• 1 active entrance for 40.5m of frontage along Manhattan Court
18.7.XX.3.8	Angular Plane Notwithstanding Section 4.14.4 & Table 6.35, the maximum angular plane be permitted as follows: <ul style="list-style-type: none">• Maximum angular plane of 70 degrees as measured from an internal lot line adjacent to a RL.1 zone.• Maximum angular plan of 50 degrees as measured from the centreline of Speedvale Avenue East and the centreline of Manhattan Court.
18.7.XX.3.9	Parking setback from a lot line Notwithstanding Section 5.2.2, that parking be permitted within a minimum 0.0m setback from the lot line.
18.7.XX.3.10	Parking Rate Notwithstanding Table 5.3, the minimum required parking rate for a high density apartment building be 1 parking space per unit.
18.7.XX.3.11	Parking Drive Isle Width Notwithstanding Table 5.1, the minimum required drive aisle width within the building be 6.1m.
18.7. XX.3.12	Accessible Parking Space Dimensions Notwithstanding the requirements of Tale 5.5 & Section 5.6, two accessible parking spaces be provided on site & defined as Type 'B' parking spaces with a minimum dimension of 2.75m x 5.5m and a shared 2.0m access walkway for the exclusive use of physically disabled persons.
18.7.XX.3.13	Visitor Parking Notwithstanding the requirements of Table 5.3, the minimum number of visitor parking spaces required on site be 3 spaces. These spaces shall be provided for the use of visitors to the

residential building, shall be located above grade and clearly identified as being reserved for the exclusive use of visitors.

18.7.XX.3.14

Corner Sight line Triangle

Notwithstanding the requirements of Section 4.6.1 (a), the proposed building be permitted to encroach a maximum of 0.3m into the required sight line triangle.

18.7.XX.3.15

General Sight Line

Notwithstanding the requirements of Section 4.6.2, vehicles be permitted within the required sight line triangle.

3. Schedule “A” of By-law Number (2023)-20790, as amended, is hereby further amended by deleting the Defined Area Map 44 for 303-317 Speedvale Ave East and adding a new Defined Area for Map 44 attached hereto as Schedule “A”.

4. Where notice of this by-law is given in accordance with the Planning Act, and where no notice of objection has been filed within the time prescribed by the regulations, this by-law shall come into effect. Notwithstanding the above, where notice of objection has been filed within the time prescribed by the regulations, no part of this by-law shall come into effect until all of such appeals have been finally disposed of by the Ontario Land Tribunal.

Schedule 'A'

Proposed Zoning By-Law Amendment to Map 44 of Schedule 'A'
Zoning By-Law (2023) - 20790

Zoning Bylaw (2023) - 20790

As last amended by By-law

Schedule A, Map 44

