



PLANNING JUSTIFICATION ADDENDUM REPORT

Official Plan and Zoning By-law Amendments

601 Scottsdale Drive

Guelph

April 2024



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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC) has been retained by Forum 601 Scottsdale LP (“Forum”) to provide planning advice in connection with applications for Official Plan and Zoning By-law Amendments (together, the “Applications”) to permit the development of new student residential buildings on lands located at 601 Scottsdale Drive, in the City of Guelph (the “subject lands” or the “site”). Our Planning Justification Report dated October 2023 (the “PJR”) provides a planning summary and analysis of the relevant policy framework, planning considerations, and technical studies prepared in connection with the Applications. For ease of reference, the PJR is included as **Appendix G**. The purpose of this Addendum is to supplement the PJR with responses to comments received during the pre-submission application review process that has been underway since October 26, 2022. As such, this Addendum should be read together with the PJR.

By way of summary, this Addendum includes the following responsive information:

- Additional detail describing the relationship between the University of Guelph and the applicant;
- A summary of the Neighbourhood Information Meeting, held on December 11, 2023;
- Clarification on the provided common amenity space;
- Additional examination and justification for the proposed vehicular parking rate;
- An increase in the provision of bicycle parking from 191 spaces (Phases 1 + 2 combined) to 382 spaces (Phases 1 + 2 combined); and,
- An angular plane diagram illustrating the interface between the subject lands and the adjacent institutional use (Priory Park Baptist Church, 8 Torch Lane).

In addition, the Zoning By-law has been modified to include 665 total units to align with the maximum number of units proposed in the Official Plan Amendment (300 UPH = 665 units, while 653 are proposed). The Official Plan Amendment is found in **Appendix A** and the modified Zoning By-law Amendment is found in **Appendix B**. This change has been made to provide flexibility in the event the interior of the buildings are refined through detailed design and the unit configuration and/or mix is modified.

Additionally, the following plans and reports that were filed in October 2023 have been revised in accordance with staff direction:

- Site Plan (AZ101), Floor Plans (AZ200 – AZ202), Building Elevations (AZ401 – 402), and Shadow Studies (AZ1101 – AZ1104) prepared by Sweeny & Co Architects, last revised April 24, 2024;
- Civil engineering plans (EX-1, EX-2, GP-1, GP-2) prepared by MTE and last revised March 28, 2024;

- Transportation Impact Study and Parking Study Addendum, prepared by Paradigm Transportation Solutions and dated April 22, 2024;
- Preliminary Hydrogeological Investigation Report, prepared by MTE Consultants Inc. and dated March 27, 2024;
- Functional Servicing and Stormwater Management Report - Addendum, prepared by MTE Consultants Inc. and dated April 24, 2024;
- Noise and Vibration Impact Study Addendum Letter, prepared by RWDI AIR Inc. and dated April 22, 2024;
- Noise and Vibration Impact Study, prepared by RWDI AIR Inc. and dated March 28, 2024;
- Salt Management Plan (new), prepared by MTE Consultants Inc. and dated March 28, 2024;

The revised plans listed above supersede the plans that were submitted in October 2023. The revised reports have been prepared as addendums to the reports submitted in October 2023.

While Hydro One comments remain outstanding, Forum has only included structures on the Hydro One easement lands that appear to accommodate the easement, and that can be modified in the future if necessary to accommodate Hydro One. As such, the common amenity area calculation includes the amenity space provided within the Hydro One corridor.

Discussion with the MTO is ongoing regarding their February 2024 request for enhanced setbacks along Highway 6 and Stone Road West. However, at this time, Forum is prepared to proceed with the plans as submitted, which are in accordance with MTO’s Highway Corridor Management Manual’s (April 2022) minimum setback requirements.

1.1 Pre-consultation Meeting and Pre-submission Application Review

The following materials were submitted as part of the Pre-submission Application Review, having been identified by City staff as complete application requirements in the Pre-Consultation Meeting held on October 26, 2022:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Planning Justification Report with draft Amendments, Community Energy Initiative, and Affordable Housing Analysis • Traffic Impact Study and Parking Study • Urban Design Brief • Geotechnical Report • Hydrogeological Report • Functional Servicing Report • Stormwater Management Report | <ul style="list-style-type: none"> • Noise Feasibility Study • Phase I Environmental Site Assessment • Site Plan with Zoning Chart • Survey • Site Servicing Plan • Tree Preservation Plan • Landscape Plan • Sun and Shadow Study |
|---|--|

- Pedestrian Level Wind Study
- Building Elevations
- Truck Turning Plan

The reports that were submitted in October 2023 for the Pre-submission Application Review responded to staff's comments provided in the Pre-application Consultation (the Pre-consultation Record is included as **Appendix C**).

Comments on the Pre-submission Application Review materials were provided by City and agency staff on December 15, 2023, with Ministry of Transportation ("MTO") comments provided on February 26, 2024. Hydro One comments remain outstanding.

The majority of comments received during the Pre-submission Application Review related to detailed design matters that will be addressed through the future Site Plan Approval process, as confirmed through correspondence with City staff on February 1, 2024 and subsequent meetings.

A comment response matrix responding to the Pre-submission Application Review comments that relate to the Applications is appended to this Report (**Appendix D**). A Salt Management Plan has also been added to the formal submission documents.

1.2 Relationship Between the University of Guelph and the Applicant

The subject lands are owned by the University of Guelph (the "University") and are leased to Forum for the development and management of student housing, to be occupied exclusively by students attending the University.

Forum is one of the leading providers of private student housing in Canada and is advancing the proposed development in accordance with an agreement with the University. As the subject lands are owned by the University, the proposed development is distinct from other private student housing developments in the City of Guelph (the "City"), which include housing marketed to students and which can be occupied by non-students. The proposed development cannot be occupied by persons who are not attending the University.

1.3 Neighbourhood Information Meeting

A Neighbourhood Information Meeting was held in the atrium of Phase 1 of the subject lands on December 11, 2023 at 7:00 p.m. Invitations for the Neighbourhood Information Meeting were provided by mail to residents within 120 metres of the subject lands 20 days prior to the meeting date. A copy of the invitation is attached (**Appendix E**). The purpose of the meeting was to provide relevant information on the development proposal and to receive feedback from the surrounding community.

Four residents attended, with three completing the attached sign in sheet. Councillor Downer also attended the meeting. The meeting was an open house format with display boards summarizing the proposed development and requested amendments. A copy of the display boards is attached (**Appendix F**). Representatives from MHBC (Trevor Hawkins and Jennifer Gaudet), Sweeney & Co

Architects Inc. (BJ Smith), Forum (Vimal Lad), and the City of Guelph (Lindsay Sulatycki) were present and answered questions from the attendees.

The following summarizes the nature of the comments heard during the meeting:

- Additional information to understand the proposed development, including the intended residents (students attending the University of Guelph), relationship between the developer and the University of Guelph, and the amenities between the two Phases;
- Additional information on the status of the applications and application process;
- Construction timelines; and,
- Information regarding the MTO easement and Hydro One easements.

The majority of comments were general in nature and related to understanding the proposed development. No concerns were expressed during the meeting. As the comments did not express concerns with the development, no changes to the conceptual design or related OPA/ZBA were required as a result of the Neighbourhood Information Meeting.

2.0 Applications

2.1 Official Plan Amendment

The Official Plan Amendment is provided in **Appendix A** and has not changed from the Pre-submission Application.

2.2 Zoning By-law Amendment

The requested Zoning By-law Amendment has been modified from the Pre-submission Application to align with the maximum number of units proposed in the Official Plan Amendment (300 UPH = 665 units, while 653 are proposed). This is reflected in the revised Zoning By-law Amendment in **Appendix B** and summarized below. Discussion of this modification and a new zoning compliance chart follows.

Zoning By-law (1995)-14864

The subject lands are zoned *Special Service Commercial (SC.1-40)* in Zoning By-law (1995)-14864. The following amendments to the SC.1-40 zone are required on a site-specific basis to permit Phase 2 to proceed:

- Increase the maximum permitted density from 150 to 300 units per hectare;
- Reduce the minimum required interior side yard from 14.5 to 13.8 metres; and,
- Permit a reduction in the minimum required parking from 1.1 spaces per unit to 0.28 spaces per unit, inclusive of visitor parking.

Zoning By-law (2023)-20790 (New Zoning By-law)

The subject lands are zoned *Mixed Use Corridor (MUC-2(PA)(H12))* in Zoning By-law (2023)-20790. The MUC-2 zone carries forward some of the site-specific provisions in By-law (1995-14864), including the maximum density of 150 units per hectare.

The H12 holding provision, which is applied broadly to many properties in the area, requires confirmation of adequate municipal services to support the proposed development. The 'PA' refers to a parking adjustment to reduce parking within *Intensification Corridors* and *Mixed-use Nodes*.

The 2023 Zoning By-law does not implement OPA 80, including policies for height and density. Furthermore, the required parking in the 2023 Zoning By-law was increased as compared to the approved site-specific rate approved by Council in 2022 for the subject lands.

A Zoning By-law Amendment to the MUC-2(PA)(H12) zone is required to permit Phase 2 to proceed on the subject lands in the form of the following site-specific regulations:

- Remove the H12 holding provision from the subject lands;
- Increase the maximum permitted density from 150 to 300 units per hectare;

- Permit an increased angular plane from 45 to 58 degrees for a small portion of the lands that abut the institutional use along the northerly lot line;
- Permit a reduction in the minimum required landscaped buffer strip from 3.0 to 1.4 metres along the north property line (to match existing);
- Permit a minimum required common amenity space of 6.8 square metres per unit;
- Permit a reduction in the minimum required parking from 1.1 spaces per unit to 0.28 spaces per unit, inclusive of visitor parking;
- Permit a reduction in electric vehicle parking spaces to 5 spaces;
- Permit a reduction in designed electric vehicle parking spaces to 20 spaces; and,
- Permit a reduced bicycle parking rate of 0.57 spaces per unit.

In our opinion the proposed modifications to the Zoning By-law Amendments are consistent with the intent of the original application and, as such, are consistent with the Provincial Policy Statement and conform to the Growth Plan for the Greater Golden Horseshoe and City of Guelph Official Plan. Further, it is our opinion that the modified Zoning By-law Amendments are appropriate for the development of the subject lands and are compatible with the surrounding development context.

The following table evaluates the proposed development (the combined Phase 1 and 2) with the Zoning regulations for both the 1995 and 2023 Zoning By-laws, based on 665 units (300 units per hectare). Where an amendment to the By-law is required, the regulation has been bolded.

Provision	SC.1 40 Zone (1995 14864)	MUC 2(PA) Zone	Proposed	Compliance
Permitted Uses	'Apartment Building' 'Residential Suites'	'Apartment Building' 'Residential Suites'	'Apartment Building' 'Residential Suites'	✓
Minimum Lot Area	N/A	7,500 m ²	2.2 ha	✓
Minimum Lot Frontage	30 m	50 m	122 m	✓
Maximum Density	150 UPH	150 UPH	300 UPH	Amendment Required – both by-laws

Provision	SC.1 40 Zone (1995 14864)	MUC 2(PA) Zone	Proposed	Compliance
Front Yard	6 m	3 – 13 m	24 m	✓
Minimum Interior Side Yard	6 m or ½ building height, whichever is greater = 14.5 m	3 m	13.8 m	Amendment Required – 1995 By-law
Minimum Exterior Side Yard	6 m	3 – 13 m	16.27 m	✓
Minimum Rear Yard	½ building height but not less than 6 m = 14.5 m	7.5 m	N/A, lot has three street frontages and an interior side yard. Setback to Highway 6 is 15.4 m	Not applicable – the subject lands do not have a rear yard
Maximum Building Height	8 storeys	8 storeys	7 storeys 29 metres	✓
Minimum First Storey Height	N/A	4.5 m	6.5 m	✓
First Storey Transparency	N/A	40% of the surface area of the first storey of a building up to 4.5 m from the ground when the building is within 15 m of an arterial or collector road	Not applicable. Building is not located within 15 m of an arterial road	N/A

Provision	SC.1 40 Zone (1995 14864)	MUC 2(PA) Zone	Proposed	Compliance
Angular Plane	N/A	45 degrees from interior and rear lot lines when adjacent to an institutional or medium density zone, measured 10.5 m above the average elevation of the grade at the required setback from the property line	58 degrees	Amendment Required – 2023 By-law
Maximum Building Length	N/A	75 m for buildings within 15 m of a street	Not applicable, building is not located within 15 m of a street	N/A
Minimum Distance Between Buildings	N/A	½ building height to a maximum of 15 m and a minimum of 5 m	15.3 m	✓
Minimum Common Amenity Area	1,300 m ²	1,300 m ²	6.8 m ² per unit =4,522 m ² required 4,578 m ² provided	Amendment Required – 2023 By-law

Provision	SC.1 40 Zone (1995 14864)	MUC 2(PA) Zone	Proposed	Compliance
Minimum Common Amenity Area Location	N/A	Aggregated into areas not less than 50 m ² with length not exceeding 4x the width	Aggregated into areas not less than 50 m ² with length not exceeding 4x the width	✓
Minimum Landscaped Open Space	10% of lot area	20% of lot area	Lot Area: 22,226 m ² Landscape Open Space: 6,900 m ² Percent: 31%	✓
Parking	1 / unit + 0.1 / unit visitor = 665 x 1.1 = 732 parking stalls	Apartment Building First 20 units = 1.5 spaces / unit 21+ units: 1.25 spaces / unit 20% for visitors = 20 x 1.5 + 645 x 1.25 = 837 parking stalls	0.28 spaces per unit = 187 required 191 provided	Amendment Required – both By-laws
Accessible Parking	2	1 + 3% of total spaces, equal number of Type A and Type B = 1 + (187*0.03) = 7 spaces	7 spaces	✓

Provision	SC.1 40 Zone (1995 14864)	MUC 2(PA) Zone	Proposed	Compliance
Parking Space Size	2.75 m x 5.5 m*	2.75 m x 5.5 m (standard) 3.4 m x 5.5 m (Type A accessible) 2.4 x 5.5 m (Type B accessible)	2.75 m x 5.5 m (standard) 3.4 m x 5.5 m (Type A accessible) 2.4 x 5.5 m (Type B accessible)	✓
Parking Aisle Width	N/A	The minimum width of a parking aisle providing two way access shall be 6.5 metres	6.5 m single- loaded aisle 7.0 m double- loaded aisle	✓
Electric Vehicle Parking	N/A	20% of required parking to have electric vehicle charging stations, with 80% designed to accommodate EV parking in the future = 187*.2 = 38 required to have minimum Level 2 chargers	5 supplied, 20 designed	Amendment Required – 2023 By-law
Bicycle Parking	N/A	.1 per unit (short term)	0.57 per unit = 380 required	Amendment Required – 2023 By-law

Provision	SC.1 40 Zone (1995 14864)	MUC 2(PA) Zone	Proposed	Compliance
		=665*.1 = 67 1 per unit (long term) = 665	382 provided	
Buffer Strip	1.5 m	A 3 m buffer strip is required adjacent to interior side and rear lot lines 3 m buffer strip is required around the perimeter of surface parking lots	South: 3 m North: 1.4 m to match existing	Amendment Required – 2023 By-law
Active Entrance	N/A	1 active entrance for every 30 m of street line when the building is within 15 m of an arterial or collector road	Not applicable, building is not located within 15 m of a street	N/A

2.2.1 Height and Density

The proposed development has a height of 7 storeys (29 metres) and a maximum density of 300 units per hectare. The Official Plan permits a maximum height of 14 storeys and a maximum density of 250 units per hectare.

While the current conceptual plans show 653 total units (Phases 1 and 2), the requested density (300 UPH) permits flexibility to accommodate an additional 12 units (within Phase 2) within the proposed building envelope, should the interior composition of the buildings change through detailed design. These additional 12 units (total of 665 units) are also incorporated into the requested Zoning By-law Amendment to avoid future Zoning By-law Amendments / Minor Variances.

2.2.2 Common Amenity Space

Phase 1 includes extensive indoor common amenity areas, as well as programmed outdoor areas. These existing common amenities will be augmented through the introduction of new indoor and outdoor spaces within Phase 2, including:

- an outdoor courtyard;
- a multi-use sports court;
- outdoor seating areas, and,
- fire pits.

Additionally, community gardens for the residents are proposed west of the new buildings, within the required 14 metre MTO setback. It is acknowledged that the gardens may need to be removed in the future should MTO require the lands for a highway expansion.

The large indoor amenity area will provide year-round space for the residents. All of the amenities within both Phases 1 and 2 will be available to all residents, creating a shared community campus format that promotes social interaction and pedestrian movement around the site.

A total of 4,578 square metres of common amenity space is provided throughout the site, equating to 6.8 square metres per unit (the combined Phases 1 and 2).

2.2.3 Vehicular Parking

Parking is proposed to be provided at a rate of 0.28 spaces per unit, equating to 191 spaces. In support of the proposed reduction in the minimum supply of parking, Paradigm Transportation Solutions prepared a Parking Study. The Study concluded that:

- The Zoning By-Law (1995) requires that lodging houses (which are more similar to off-campus student housing than a traditional apartment dwelling unit) provide a total parking supply equivalent to one third of the total unit count, which for the subject lands would result in 219 required parking spaces for the entire development;

- The City of Waterloo, which contains both the University of Waterloo and Wilfrid Laurier University, requires parking within the neighbourhood closest to both universities (the ‘Northdale’ neighbourhood) at a rate of 0.25 spaces per bedroom, including visitor parking;
- The results of the survey of the existing fully occupied Phase 1 building indicates a parking demand of 0.18 spaces per unit/suite;
- The estimated demand for parking for the combined development is between 118 spaces and 219 spaces;
- With recommended Transportation Demand Management measures, the proposed supply of parking (191) spaces is appropriate for the subject lands.

Parking in Phase 1 of ALMA is leased. For 2024, of the 164 suites (fully occupied) in Phase 1, 35 of 191 available parking spaces leased for the calendar year, with a parking demand of 0.22 spaces per occupied unit, which is typical. Forum has detailed information regarding parking take up by students, and the proposed reduced parking rate is aligned with the parking requirements of University of Guelph students. Parking in Phase 2 will continue to be leased. As discussed earlier, unlike other private sector apartment buildings (e.g. 785 Gordon Street and 716 Gordon Street) that are marketed to students (but which can contain non-students), the subject lands are owned by the University and the lease obligates Forum to provide the units exclusively to students attending the University of Guelph. In our opinion, this is a unique arrangement that distinguishes the proposed development, and its proposed parking supply, from other multi-storey residential buildings.

In the Parking Study Addendum, Paradigm Transportation Solutions Limited (“Paradigm”) concludes that the observed parking demand for Phase 1 is 0.18 spaces per unit. In addition, Transportation Demand Management measures are proposed, including secure on-site bicycle storage and the parking being rented separately from the residential units as discussed above.

In consideration of the Study prepared by Paradigm and in particular, the existing low demand for parking in the Phase 1 building, the proposed parking rate of 0.28 spaces per unit appropriately balances demand, while encouraging the multiple alternative options for travelling around the City and to the University.

2.2.4 Bicycle Parking

The 2023 Zoning By-law introduced a new requirement for bicycle parking of 1.1 spaces per unit, which for the subject lands (combined Phases 1 and 2) would require over 700 bicycle parking spaces. The provision of 700 bicycle parking spaces would require substantial space within the Phase 2 building, as there is no additional space within the Phase 1 building. The Phase 2 development includes 319 secure indoor bicycle parking spaces within the parking structure, together with a bicycle repair station. Combined with the 23 spaces provided in Phase 1, there are 342 secure bicycle parking spaces and an additional 40 spaces outside of either building (or 382 spaces in total). This represents 0.57 spaces per unit – with ample space for visitors to the site arriving by bicycle.

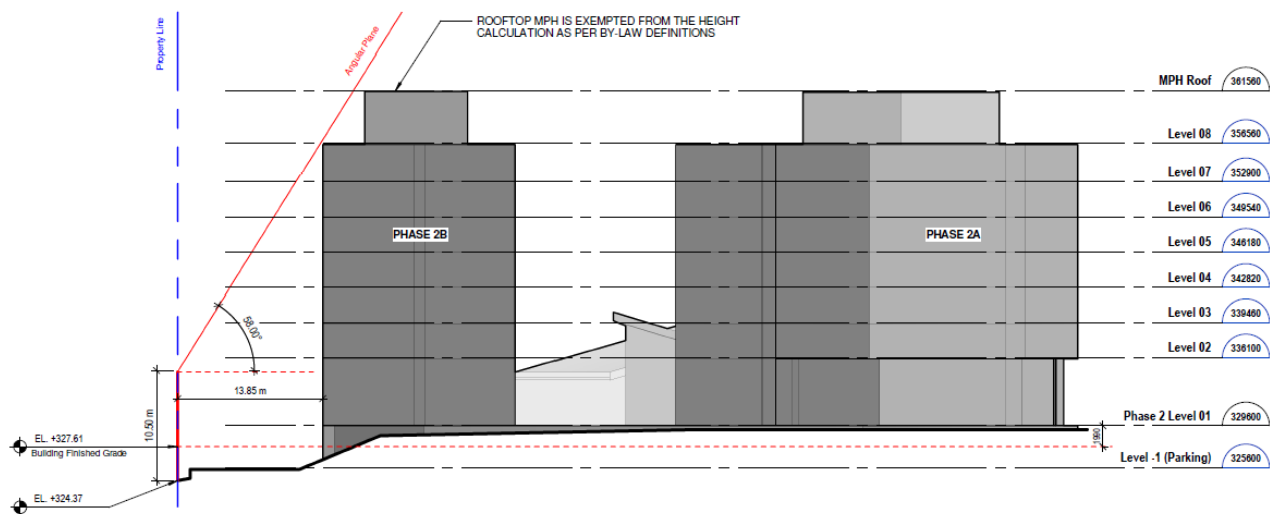
As discussed earlier and within the Parking Study, the lands are situated within a walkable area, with multiple day-to-day and week-to-week services in close proximity. Furthermore, multiple transit routes are accessible, and the students will all have transit passes. It is acknowledged that cycling represents another alternative form of transportation and the proposed supply of 382 spaces appropriately recognizes this alternative.

2.2.5 Angular Plane

The MUC zone requires an angular plane of 45 degrees where the lands are adjacent to an Institutional Zone. As a portion of the subject lands abut the Prior Park Baptist Church, this regulation applies where the two lots abut one another. From the mutual property line with the church the angular plane is 58 degrees measured from 10.5 metres above the average elevation of the grade at the required setback from the property line (**Figure 1**).

Figure 1 – Angular Plane Diagram

Source: Sweeny & Co Architects Inc.



The mutual property line with the church is at the lowest elevation on the subject lands, and the measurement for the 10.5 metres above was taken over the mutual property line (i.e., not over the entire northern property line). As such the angular plane calculation appears to be numerically large, however the proposed 7-storey building is unlikely to have a significant visual impact on the church.

The area of the church that abuts the subject lands is landscaped with the inclusion of community gardens. These gardens will be free of shadows from the proposed development after 9 a.m. during spring and summer days, preserving the growing season, and the church building, which is located approximately 78 metres further to the north, will not be impacted by shadows at any time or season.

As a result, in our opinion, the site-specific angular plane will not impact the continued use of the lands for spiritual uses.

3.0 Supporting Studies

Brief summaries of the Addended reports are provided below. The Phase 1 & 2 Environmental Site Assessment, Geotechnical Investigation, Arborist Report, and Pedestrian Wind Comfort Assessment have not been modified and are summarized in the Planning Justification Report (October 2023).

3.1 Preliminary Hydrogeological Report

MTE prepared a Preliminary Hydrogeological Investigation (dated March 27, 2024) to assess soil and groundwater conditions of the subject lands. This Investigation supersedes the September 22, 2023 version of the same report.

The Report has been updated to include 12 months of monitoring data. It concludes:

- *“The stratigraphy consists of a surficial layer of shallow fill above sand and sandy silt deposits. Bedrock was not encountered in the boreholes to the depths explored.*
- *The shallow groundwater flow direction beneath the Site is interpreted to be westerly.*
- *The horizontal hydraulic gradient of the groundwater table beneath the Site was estimated at 0.02 based on the June 7, 2023 groundwater contours.*
- *Hydraulic conductivity of the underlying materials on-Site is estimated to range from 9.9×10^{-7} m/sec to 8.4×10^{-7} m/sec with a geometric mean of 9.1×10^{-7} m/sec.*
- *Based on a review of on-Site groundwater elevations and the proposed FFE there is approximately four metres of separation, as such at this time dewatering is not anticipated to be required at the Site.”*

The Report recommends:

- *“During the development application process, existing on-Site groundwater monitoring wells should be maintained.*
- *Should on-Site infiltration be considered, MTE recommends completing on-Site in-situ infiltration testing prior to final Site design.*
- *Upon monitoring well decommissioning, monitoring wells are to be decommissioned in accordance with Ontario Regulation 903 (as amended).*
- *If, upon final confirmation of building and servicing design, it is anticipated that the water table may be intercepted during construction activities, a dewatering assessment should be completed.”*

For additional details refer to the full report.

3.2 Functional Servicing and Stormwater Management Report Addendum

MTE prepared a Functional Servicing and Stormwater Management Report Addendum (dated April 24, 2024) that responds to municipal staff comments received during the Pre-Submission Review.

The Addendum includes a yearly water balance and has been updated to reflect the new Development Engineering Manual. An infiltration gallery has been added to maximize infiltration and replaces the previously proposed underground storage tank. Stamped civil engineering plans are now provided with the submission.

For additional details regarding site servicing, please refer to the full report.

3.3 Transportation Impact Study and Parking Study Addendum

A Transportation Impact Study and Parking Study Addendum (dated April 22, 2024) was prepared by Paradigm Transportation Solutions to update their Transportation Impact Study and Parking Study (September 2023) based on an updated site plan and to address comments provided by municipal staff during the Pre-Submission Review.

The Addendum includes an additional intersection in the study analysis (Scottsdale Drive and Janefield Avenue) and includes an additional transit route (Route 19) in the analysis. The Parking Study was updated to include the updated unit counts, including confirmation that the ultimate possible build-out at 300 units per hectare (665 units) and the resulting parking rate of 0.28 parking spaces per unit is supported.

The Addendum concludes:

- **Traffic Operations:** *The results of the traffic operations analyses are not significantly different from the results of the September 2023 TIS. The additional intersection of Scottsdale Drive and Janefield Avenue was forecast to operate within acceptable parameters.*
- **Trip Generation:** *No change to the trip generation from the September 2023 TIS. The development is forecast to generate 32 and 96 new trips during the AM and PM peak hours, respectively;*
- **Left-Turn Lanes:** *Similar to the results of the September 2023 TIS, at the intersection of Stone Road and Scottsdale Drive, the westbound left-turn queue is forecast to exceed the existing storage length by 15 m under future conditions regardless of whether the subject development is built. The southbound left-turn lane is forecast to exceed the existing storage length by 9 m under future traffic conditions, of which 1 m are attributable to the subject development. The planned redesign of Scottsdale Drive to include two through lanes, a continuous centre left-turn lane and bike lanes would likely provide adequate storage length for the southbound left-turn lane;*
- **Parking:** *The proposed parking rate of 0.29 spaces per unit should be approved based on the observed parking demand from Phase 1, the comparison to similar student areas in the nearby City of Waterloo, and the high potential for usage of Transportation Demand Management measures such as easily-accessible transit, bicycling opportunities, and availability control.*

The proposed OPA density of 300 units per hectare and the parking rate of 0.28 spaces per unit would still meet the justification reasons set out in this addendum.”

The Addendum provides the following recommendations:

“Based on the findings of this study, it is recommended that the proposed development be approved with the proposed parking supply along with TDM measures discussed in the September 2023 study. Regardless of whether the subject development proceeds, it is recommended to:

- *Proceed with the planned conversion of the intersection of Highway 6 and Stone Road West to an interchange as identified in the Hanlon Expressway Environmental Assessment; and*
- *Extend the westbound and southbound left-turn lanes at the intersection of Stone Road West and Scottsdale Drive to meet the forecast queue lengths.”*

For further details regarding transportation and parking, please see the Transportation Impact Study and Parking Study, as well as the Addendum, prepared by Paradigm.

3.4 Noise and Vibration Impact Study

RWDI prepared a Noise and Vibration Impact Study (dated March 28, 2024) to assess potential impacts of noise from Highway 6 and Stone Road, as well as from surrounding uses, on the proposed development. The Study supersedes the August 30, 2023 version.

The Study has been updated to respond to municipal staff comments provided during the Pre-Submission Review, as summarized in the Noise and Vibration Impact Study Addendum Letter (April 22, 2024).

The Study concludes:

“Potential impacts of noise from the surrounding environment on the proposed development were assessed. Potential noise impacts from road traffic on Highway 6 and Stone Road were evaluated and found to be compatible with the use of central air conditioning and specified window glazing sound isolation performance. A review of surrounding industrial and commercial uses was completed, and the significant noise sources were modeled.

There were slight exceedances of the limits due to the existing building on-site, but as they share ownership, it is likely feasible to provide mitigation. No incompatibilities with respect to existing land uses and the proposed development were identified. There were no significant identified sources of vibration.

At this stage in design, the impact of the development on itself and its surroundings could not be quantitatively assessed. However, the impact on both the building itself and its surroundings is expected to be feasible to meet the applicable criteria. We recommend that the building design is evaluated prior to detailed design to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

Based on the results of this assessment, the proposed development is considered to be feasible from a noise impact aspect.”

The Study recommends the following noise control measures:

- 1. “Installation of central air-conditioning so that all suites’ windows can remain closed.*
- 2. The inclusion of noise warning clauses related to:*
 - a. Transportation sound levels*
 - b. The inclusion of noise mitigation measures*
- 3. Minimum sound isolation performance:*
 - a. Suite window glazing with sound isolation performance up to STC-30.*
 - b. Suite exterior walls with sound isolation performance meeting a minimum STC-45.”*

For additional details refer to the full report.

4.0 Conclusion

This Addendum Report, together with the Planning Justification Report (October 2023) assesses the planning merits of adding the Phase 2 development on the subject lands in the context of existing land use policies and regulations, including the Provincial Policy Statement, the Growth Plan, the City of Guelph Official Plan, and the City of Guelph Zoning By-laws (1995 and 2023). The analysis contained in these reports demonstrates that the requested amendments are in the public interest and represent good planning for the following reasons:

- The proposed development and requested amendments are consistent with the Provincial Policy Statement and conform with the Growth Plan;
- The proposed development and requested amendments are consistent with the general intent of the City of Guelph Official Plan. The multi-unit residential and intensification development criteria have been addressed and the proposed development assists in achieving the City's intensification targets;
- The proposed development and requested amendments provide for the intensification and redevelopment of an underutilized site in a *Strategic Growth Area* on lands that are well located with respect to transportation and community amenities;
- The proposed development will provide housing for students attending the University of Guelph, assisting in meeting the significant demand for housing in the City and relieving rental pressures on the City at large;
- The proposed development can be adequately serviced through connections to existing infrastructure;
- The proposed development will have a negligible impact on future traffic conditions; and,
- The proposed development is well-designed and compatible with the surrounding context.

Based on these conclusions, it is our professional opinion that the applications for an Official Plan Amendment and Zoning By-law Amendment represents good planning and should be approved.

Respectfully submitted,

MHBC



Trevor Hawkins, M.PL, MCIP, RPP
Partner



Jennifer Gaudet, BES, MCIP, RPP
Associate

APPENDIX A - Proposed Official Plan Amendment

Proposed Site-specific Policy:

Notwithstanding Section 9.4.4.13, for the lands municipally addressed as 601 Scottsdale Drive, the maximum permitted net density for a multiple unit residential building shall be 300 units per hectare.

APPENDIX B - Proposed Zoning By-law Amendment

Zoning By-law No. (1995)-14864

Notwithstanding anything to the contrary, the following site specific regulations shall apply for the lands municipally addressed as 601 Scottsdale Drive:

- The maximum permitted net residential density shall be 300 units per hectare;
- The minimum required interior side yard setback shall be 13.8 metres; and,
- The minimum required parking rate shall be 0.28 spaces per unit, inclusive of visitor parking.

Zoning By-law No. (2023)-20790

Notwithstanding anything to the contrary, the following site specific regulations shall apply for the lands municipally addressed as 601 Scottsdale Drive:

- That the Holding provision (H12) be removed from the subject lands;
- The maximum permitted net residential density shall be 300 units per hectare;
- The minimum required angular plane shall be 58 degrees for the portion of the subject lands that abut lands with an Institutional Zone;
- The minimum required buffer strip shall be 1.4 metres along the interior side lot line;
- The minimum required common amenity area is 6.8 square metres per unit;
- The minimum required parking rate shall be 0.28 spaces per unit, inclusive of visitor parking;
- That a minimum of 5 parking spaces shall be provided with a Level 2 electric vehicle charging station;
- That a minimum of 20 designed electric vehicle parking spaces shall be provided; and,
- That bicycle parking shall be provided at a rate 0.57 per bedroom.

APPENDIX C – Pre-consultation Record

November 18, 2022

MHBC Planning
200-540 Bingemans Centre Dr
Kitchener, ON N2B3X9
thawkins@mhbcplan.com

Dear Mr. Hawkins

The City of Guelph would like to thank you for attending the Development Review Committee meeting on October 26, 2022 to discuss the proposal and complete application requirements for the lands located at 601 Scottsdale Drive (PRE22-009D).

Please see the attached form where staff have identified the required planning applications, studies and plans needed to be able to deem your formal application(s) complete under the Planning Act.

Disclaimer:

Please note that changes to the City of Guelph's planning processes will be implemented due to Planning Act changes resulting from Bill 109. As a result, additional studies and/or information may be required for your application to be deemed complete if you plan to submit after January 1, 2023. Please reach out to the Planning Department prior to submitting any new application in 2023 to ensure you have the most up to date requirements.

If there are any questions, please contact planning@guelph.ca, the assigned planner, or the specific department staff noted on the attached summary document.



Chris DeVriendt
Manager of Development Planning
Planning and Building Services
Infrastructure, Development & Enterprise

T 519-822-1260, ext. 2360
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TTY 519-826-9771

Mandatory Pre-Consultation Summary

Site Address: 601 Scottsdale Drive

Existing Official Plan Designation: Mixed-Use Corridor

Existing Zoning: Specialized Service Commercial (SC.1-40) Zone

Application Type: Phase 2 of student residential suite development. Introducing 720 residential units across three buildings, ranging from 4-storeys to 12-storeys.

- | | |
|---|---|
| <input type="checkbox"/> Plan of Subdivision | <input checked="" type="checkbox"/> Official Plan Amendment |
| <input checked="" type="checkbox"/> Zoning By-law Amendment | <input type="checkbox"/> Plan of Condominium |

Application Fees:

Application	City of Guelph	GRCA
Joint Official Plan Amendment & Zoning By-law Amendment (Major)	\$23,635.17 (2022 Application Fee) - \$485 (2022 Pre-con Fee) = \$23,150.17 (Additional Development Approval Fee may be required prior to decision)	Please contact GRCA directly to confirm fees and make payment

Cheques are payable to the City of Guelph. Electronic funds transfers are currently being accepted for planning applications. Please contact planning@guelph.ca prior to making a payment.

Please contact GRCA@grandriver.ca to organize payment method. Separate payments from the City’s fees are required for the GRCA fee. Applicants are encouraged to consult with GRCA staff prior to submission of all applications to determine the extent and nature of the information required to accompany the application, and to confirm the appropriate fee.

*****Payments are based on the current calendar year. If an application is made post 2022, fees may be different. Please reach out to Planning staff prior to your submission to confirm fee*****

**Submission Requirements
Reports, Studies, Plans**

(see Appendix for additional details)

	Required	Paper Copies	Notes/Staff
Completed Application Forms	X	4	With original Signature
Conceptual Site Plan	X	6	Paper copies to be plotted 24x36 (ARCH-D) and individually folded to 8 ½" x 11". Please also submit both .pdf and .jpeg digital file format.
Comprehensive Zoning Chart	X	-	Should be included in Site Plan and PJR
Planning Justification Report (PJR)	X	2	See Planning and Parks comments
Draft Proposed Zoning By-law Amendment	X	-	Can be included as an appendix in PJR; include draft by-law
Draft Proposed Official Plan Amendment	X	-	Can be included as an appendix in PJR; include draft by-law
Community Energy Initiative (CEI) Analysis	X	-	Can be included as an appendix in PJR
Affordable Housing Analysis	X	-	Can be included as an appendix in PJR
Parking Study	X	2	See Planning comments
Urban Design Brief	X	2	See Urban Design comments
Tree Inventory/Preservation Plan	X	2	See Urban Design comments
Landscape Plan	X	2	See Urban Design comments
Sun and Shadow Study	X	2	See Urban Design comments
Pedestrian Level Wind Study	X	2	See Urban Design comments
Building Elevations/Renderings	X	2	See Urban Design comments
Geotechnical Report	X	2	See Envi Planning comments
Hydrogeological	X	2	See Envi Planning comments
Site-based water balance study	X	2	See Envi Planning comments
Functional Servicing Report	X	2	See Engineering comments
Storm Water Management Report	X	2	See Engineering comments
Grading & Drainage Plan	X	2	See Engineering comments
Site Servicing Plan	X	2	See Engineering comments
4-season Groundwater Monitoring	X	2	See Engineering comments
Noise Feasibility Study	X	2	See Engineering comments
Phase I Environmental Site Assessment	X	2	See Engineering comments
Legal Survey	X	2	See Engineering comments

Traffic Impact Study	X	2	See Traffic comments
Truck Turning/Movement Plan	X	2	See Traffic comments.
<i>Digital Submission of all plans/reports (PDF)</i>	X	-	<i>All plans and documents.</i>

Additional Staff Comments:

Planning Review - Katie Nasswetter

General Comments:

The proposed development would require both Official Plan and Zoning By-law Amendments. The planning justification report should focus on why from a planning standpoint the proposed additional density could be considered appropriate in this location. It should also take into consideration the City's Affordable Housing Strategy and Community Energy Initiative. Please also review the proposed Zoning and Official Plan amendments in the context of the City's OPA 80 (under provincial review) and the proposed Comprehensive Zoning By-law, anticipated for approval in early Spring 2023.

Given the location of the site and the proposed building layout, planning staff will share the planned layout of the property to the northwest on Janefield Ave. The site concept should consider any impacts on that layout as well as review how this part of the site works with and integrates with the first phase of development. Strong vehicle and pedestrian linkages should be developed out to Scottsdale Drive. A parking justification study should be completed that takes into account parking needs and demand on both phases of development.

With the proposal to provide supportive housing within the smallest building in Phase 2, staff generally encourage supportive housing, a known need in the community and strongly recommend reaching out to County of Wellington Housing staff, their contact info is included in an email from Katie on November 14, 2022.

As part of complete development application, please submit the following:

- Planning Justification Report
- Affordable Housing Report
- Energy Strategy Report
- Parking Justification Study

Urban Design Review - David DeGroot

General Comments:

- A key urban design consideration will be to give this development "address". Please look for ways to create a logical internal roadway system rather than a development accessed through a parking lot. See directions in the Official Plan (e.g. policy 8.13).
- Pedestrian and cycling circulation will also be critical. Please provide for logical separated circulation between the public ROWs and the main entrances/bicycle rooms.

- Review massing in context of adjacent development (e.g. Janefield development) and the Official Plan directions (e.g. 8.9). Microclimate considerations will also be important.

As part of complete development application, please submit the following:

- Pedestrian Level Wind Study is required as per the City's Terms of Reference (quantitative wind tunnel study).
- Shadow Study is required as per the City's Terms of Reference.
- An Urban Design Brief is required as per the City's Terms of Reference.

Environmental Planning Review - Ryan Hamelin

General Comments:

- The incorporation of Low Impact Development techniques in the stormwater management strategy should be explored to assist in maintaining the site-level water balance.
- Confirmation of the seasonal high groundwater level and the depth of any proposed underground elements will be required. Permanent dewatering, which may impact the Water Resources System, must be avoided through designs

As part of complete development application, please submit the following:

- A site-based water balance analysis is required. Consideration must be given to the site's hydrogeology as it relates to the City's Water Resource System, including its role in groundwater recharge.
 - Appropriate studies, such as geotechnical and hydrogeological investigations, must be completed to support water balance analysis. The development design should accommodate any need for mitigation of impacts on the Water Resources System (i.e. infiltrative LID, avoidance of permanent dewatering, etc.). A memo must be provided detailing the findings of the water balance analysis and examining how the development design will avoid impacts on the Water Resource System.

Parks Planning Review - Ryan Mallory

For this development payment in lieu of parkland dedication will be required for new dwelling units as defined in the Parkland Dedication Bylaw 2022-(20717) or any successors thereof.

The rate would be calculated based on the number of dwelling units, so a breakdown of units that includes the number of bedrooms, kitchen and washrooms per unit is need to determine the number of dwelling units at formal submission.

Final payment in lieu of parkland conveyance will be collected in accordance with the rate that is in effect at the time of the issuance of the building permit.

A narrative appraisal report of the development land will be required to determine the CIL amount, at least a month in advance of the submission of any building permit applications. As per Section 21 of the By-law appraisals are only considered valid a period of up to one (1) year.

The appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada. The property owner is responsible for the cost and to arrange for the appraisal.

Engineering Review Development - Shophan Daniel

As part of complete development application, please submit the following:

- FSR and stormwater management report;
 - Please contact engineering for a swm criteria
- Grading & Drainage Plan (existing/proposed grades);
- Site Servicing Plan;
 - Servicing capacities will be reviewed once we receive the application
- Noise feasibility study;
- ESA Phase 1;
- Survey of the property.

Traffic Review - Munshif Muccaram

General Comments:

- Detailed ramp designs will be reviewed at the site plan stages. Following items should be considered for the ramp design:
 - Provide profile plan with details.
 - The entrance/exit grade should not be greater than 4% for a minimum distance of 6m so outbound motorists have better sightlines and able to make a full stop to avoid conflict with pedestrians, cyclists, or vehicles on the street.
 - Any ramp slope that are grader than 8% to be protected from element and or to be provided with heated ramps.
 - Proposed ramps to be designed with gentle grade. Consider maximum of 12%.

- Grades between transitions must be gradual to prevent vehicles from 'bottoming-out'. Transition area should be provided for minimum of 6m.
- Provide details of underground parking and how the ramp transition to the floor.
- Sufficient vertical clearance to be provided along the ramp area and at the covered parking spaces. Please dimension available vertical clearance. As per FADM minimum of 2.75m vertical clearance to be provided for accessible parking spaces.
- If pedestals are used for FOB operation, sufficient clearance should be provided for ingress and egress vehicles.
- Additional comments to be provided upon reviewing requested details.
- Consider single consolidated driveway access to the development from Scottsdale Drive. However, should two driveways be provided from Scottsdale Drive, the north driveway must have sufficient spatial distance from the Mall driveway and TD driveway in accordance with City's Development Engineering Manual (DEM). The south driveway must have sufficient spatial distance from the intersection of Stone Road and Scottsdale Drive. The south driveway must be designed for right-in/right-out movements only with the existing centre median being extended to 25m beyond the curb return on the north side of this driveway. Please label these distances on the site plan.
- Internal roadways to be designed with minimum of 12m centerline to accommodate the fire truck, waste collection trucks and any standard trucks.
 - Please ensure that any segment of the internal road longer than 90m must be provided with a turnaround area for fire trucks.
 - Provide a designated turn-around facility to accommodate the City's mobility drop off vehicle with a minimum of 10m radius.
- Designate the fire route in accordance with the Ontario Building Code and provide Fire Route No Parking signs along the fire route.
- Following minimum drive aisle width to be provided where parking is permitted:
 - Single loaded parking 6.5m
 - Double loaded parking 7.0m
- Parking spaces shall be provided in accordance with the City's zoning by-law requirements.
- End parking spaces shall be provided with minimum of 1.2m hammerhead for turn around.
- Widened end stalls by 0.3 metres where there is a fixed obstruction on one side and by 0.6 metres where there are fixed obstructions on both sides, to allow motorists to open door.
- Consider pedestrian connections throughout the site and to municipal sidewalks.

- Please note a multi-use pathway is planned for Scottsdale Boulevard between Janefield Avenue and Stone Road, per the City's Active Transportation Network Study.
- Note that construction of protected cycling facilities on both Stone Road and College Avenue are anticipated within the next 5 to 7 years and will enhance connectivity between this site and the University of Guelph.
- Transportation Demand Management measures are well suited to this site. Please ensure the Traffic Impact Study includes a detailed and robust section indicating how the proposed development can support a reduction in single-occupancy vehicle trips. Suggested measures include but are not limited to: meeting but not exceeding required vehicle parking, providing high quality secure bike parking for residents on the main floor and sheltered bike parking for visitors located near to the primary entrances, providing a bicycle repair station on-site, wayfinding signage, provision of a carshare vehicle on-site, subsidized transit passes and providing a TDM display board in a centralized location, with free transit/trails schedules and maps.
 - Please also consider the provision of EV-ready parking. If it's possible to install conduits to support Level 2 charging stations, the stations themselves can be installed as required at a later date.

As part of complete development application, please submit the following:

- A Transportation Impact Study is required in support of the proposed zone change.
- Traffic Geometric Plan to be provided for on-site waste pick up for the proposed development. Refer to the City's waste collection guidelines for multi-residential developments : <https://guelph.ca/wp-content/uploads/Guidelines-for-Solid-Waste-Collection.pdf>
 - Provide traffic geometric plans demonstrating waste (11.4m frontloading truck), fire (standard fire truck) and delivery truck (HSU) maneuver at the accesses and on-site circulation. Plans to be endorsed by a professional Engineering.

Ministry of Transportation – Jessica Pegelo

Comments from the MTO were anticipated but are not yet available. We encourage your team to reach out to Jessica Pegelo at MTO (Jessica.Pegelo@ontario.ca) to determine whether MTO requires an additional information for the proposed applications.

Notes

1. The purpose of this document is to identify the information required to commence processing a complete application as set out in the Planning Act. Pre-consultation does not imply or suggest any decision whatsoever on the part of City staff or the Corporation of the City of Guelph to either support or refuse the application. Comments provided at a pre-consultation are preliminary and solely based on the information submitted for review at that time.
2. The Planning Act timelines associated with a formal full application will not begin if that application is submitted without the information identified in the mandatory pre-consultation meeting, and all of the required fees paid.
3. When a full application is made, the cheque for the application fee may be processed immediately; however this does not constitute the application being deemed complete for Planning Act purposes.
4. Digital copies of the all the reports/studies are required to be submitted in PDF format as part of the application. Plans are to be submitted in JPEG format.
5. The City of Guelph may require the peer review of a technical report submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.
6. Once an application has been submitted, deemed complete and circulated for comments, it may be determined that additional studies/ reports or information will be required as a result of issues arising during the review of the application. The applicant will be required to provide this at their expense.
7. An application submitted without the requisite information and number of copies identified in the pre-consultation letter will not be considered a complete application.
8. Please note that changes to the City of Guelph's planning processes will be implemented due to Planning Act changes resulting from Bill 109. As a result, additional studies and/or information may be required for your application to be deemed complete if you plan to submit after January 1, 2023. Please reach out to the Planning Department prior to submitting any new application in 2023 to ensure you have the most up to date requirements.
9. There may also be financial requirements arising from the applications, including,

but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvements charges, costs of lifting 0.3 metre reserves, and reimbursement for road widening acquisition or road improvements.

Appendix – Reports and Plans Summary

Archaeological Assessment Report

Required for all applications in or near areas of archaeological potential, as determined by Planning Staff. A report must be completed in accordance with Provincial requirements in or near areas of archaeological potential.

Building Elevations/Renderings

Drawings or Plans which illustrate the exterior design of the building including the proposed building materials. Drawings can be either 2- dimensional or 3 dimensional. Drawing sets in colour are preferred.

Planning Justification Report

A Registered Professional Planner must submit a report providing planning justification for the proposed amendment in light of the principals, objectives and policies of the City's Official Plan and the technical studies accompanying the application. The goal of the report is to document how the proposed departure from the local policies and regulations represents good planning and is in the public interest. There are terms of reference that are to be followed as set out by the City of Guelph.

Conceptual Site Plan Layout

Concept plan showing the proposed development in context of adjacent lands including land. The plan is to show all buildings, land uses, sidewalks, driveways, street trees, street intersections and any other natural or made elements.

Cultural Heritage Impact Assessment Report

A Heritage Impact Assessment demonstrates how new development involving a heritage resource will preserve, protect, improve and/or manage heritage resources.

Draft Official Plan Amendment

The applicant must provide proposed amended Official Plan text and/or map amendments for consideration.

Draft Plan of Subdivision and/or Draft Plan of Condominium

The information required on plans is to be in accordance with the Planning Act and its regulations. All drawings are to be folded approximately to 8.5 x 11.

Stormwater Management Report

Stormwater management reports address a number of engineering issues. There are terms of reference that are to be followed as set out by the City of Guelph.

Urban Design Brief

Required for all applications where, in the opinion of the Senior Urban Designer. Urban Design Briefs will be required in larger projects and in key areas within the City's urban structure such as the Downtown, Mixed Use Nodes, and Intensification corridors in addition to sensitive infill. The Urban Design Brief is one of the City's tools to ensure that new development has been consciously examined and evaluated on sites, and provided design solutions that are context-sensitive and respond to urban design policy context. It will also help co-ordinate and articulate how the elements of the public and private realm will work together. The Design Brief shall explain and illustrate why the proposed development represents the optimum design. Contact the City Planning department for the terms of reference for the Urban Design brief.

Streetscape Plan

A plan that identifies how the area of the property in the private realm will intergrate with the existing or proposed streetscape design in the public realm. The plan generally needs to identify paving and planting materials.

Functional Servicing Report

Functional servicing studies address how the site will be serviced. There are terms of reference that are to be followed as set out by the City of Guelph Engineering Department.

Tree Inventory and Preservation Study

Required when a site contains woodlots, tree stands or hedgerows. A tree survey must be prepared by a qualified professional, identifying all existing trees, their type, size and condition, those trees proposed to be removed and retained, and the methods to be used to ensure preservation of those trees to be retained.

Traffic/Transportation Impact Study

The purpose of a Traffic Impact Study is to identify the need for modifications to the city's transportation system regarding a new development/redevelopment by estimating the travel demands related to the development and assessing the impacts that the development would have on the present and future transportation system.

Transportation Demand Management (TDM), transit and non-motorized modes will all be taken into account in estimating travel demand. . There are terms of reference that are to be followed as set out by the City of Guelph.

Truck Turning/Movement Plan

This plan illustrates how delivery trucks and /or garbage trucks will load and unload materials on the site and the location of travel through the site.

Geotechnical/Soils Report

The purpose of the investigation will be to determine the type of soil, its engineering properties, bearing capacity, soil permeability, location of groundwater, and to verify whether contamination is present.

Noise and Vibration Study

A noise and/or vibration study determines the impact on adjacent developments and recommends mitigation measures.

Shadow Analysis Plan

Required for all applications where, in the opinion of the Planning and Building Department, the proposal may result in impacts on adjacent properties from sun shadowing.

Heritage Impact Study

Required as determined by Planning Staff for any property designated pursuant to the Ontario Heritage Act, identified on the City's Inventory of Heritage Resources, or for any property located adjacent to a designated or otherwise inventoried property.

Market Impact Study

The purpose of this study is to address the existing market and potential impacts of an application. These studies will be evaluated by the City on the basis of a peer review to be undertaken at the applicant's expense. A site specific Terms of reference will be provided.

APPENDIX D – Pre-submission Comment Response Matrix

Internal Reference	Comment	OPA + ZBA or SPA
Ministry of Transportation (MTO)		
1	MTO was circulated the pre-submission materials for review. Comments will be provided when received.	A meeting has been arranged with City staff and MTO staff for April 23, 2024 to discuss MTO's comments.
Hydro One		
2	Hydro One was circulated the pre-submission materials for review. Comments will be provided when received.	Comments remain outstanding.
Alectra Utilities		
3	We have NO objection(s) to the proposed development.	N/A
City Comments		
42	Staff are supportive of the proposed use as there is an identified need for housing geared to students, however, we do have some concerns with some of the specialized zoning regulations requested.	Noted.
43	Staff have concerns with the amount of common amenity area proposed. The existing site-specific regulation of a minimum of 1,300 square metres was approved through the Phase 1 Zoning By-law Amendment application and based on 164 residential suites. You are proposing to add a significant number of residential suites and the minimum common amenity area needs to be increased to support the additional residential suites. Please look for ways to increase common amenity area across the site. The standard common amenity area requirement is 20 square metres/unit. Staff are open to discussing acceptable reductions to common amenity area requirements based on other similar developments (housing geared to students). Please clarify how much internal common amenity area is being proposed/provided.	<p>The provision of common amenity area per unit has been added to the zoning chart and requested Zoning By-law Amendment (6.8 square metres per unit, Phases 1 + 2 combined).</p> <p>Residents of this development are students attending the University of Guelph, which provides amenity space for students.</p>
44	Staff have concerns with the amount of parking spaces proposed. 191 parking spaces is significantly below the required amount of 1 parking space per dwelling unit/residential suite. Please explore ways to increase parking on site. Staff are open to discussing acceptable reductions to parking requirements based on other similar developments (housing geared to students).	The Parking Study has been updated to provide additional context and justification for the proposed parking rate.

Internal Reference	Comment	OPA + ZBA or SPA
46	<i>Page 11 – Conceptual Design.</i> An outdoor courtyard and multi-use area is proposed within the hydro corridor that includes a multi-use sports court and seating areas, fire pits and various seating options - Consider the proposed uses of temporary nature and anything built within hydro corridor maybe subject to removal, modifications, and alterations until written consent of Hydro One is received.	Understood. The common amenity area calculation reflects the amenities within the hydro corridor as it is our understanding that landscaping is permitted within the corridor. No proposed amenities conflict with access to hydro's overhead equipment.
48	<i>Page 19 - Site Design.</i> Restricting the building height to seven storeys (while fourteen storeys are permitted) allows for...- Please update the text to reflect that as per Zoning by law 2023, Site specific provision MUC -2, maximum building height is 8 storeys, however, 14 storeys is permitted in a Strategic Growth Area.	The proposed development is within the permitted height.
54	Proposed barrier free parking stalls will be required to meet the AODA standards (e.g. 2 metre wide access aisle).	All accessible parking spaces have include AODA standards and have a 2 metre access aisle.
57	3 metre buffer is required along the north of property line, adjacent to 237 Janefield property. Reduction in buffer needs to be justified in Urban Design brief.	Justification for the reduced buffer is provided in the Planning Justification Report. The requested buffer width is identical to the existing buffer strip provided along the north property line for Phase 1.
62	Please illustrate angular plane requirements.	An additional drawing (A501) illustrating the angular plane is included in the architectural plans.
63	Clearly identify the location and size of indoor and outdoor amenity spaces on the Site Plan.	Amenity value noted in stats. All indoor amenity coloured in red-pink, outdoor amenity minimum shown with green crosshatch.
64	Consider the function of the redeveloped CAS of Phase 1, which now proposes multiple sidewalks that dissect the space. What is the programming needs of the space and are the sidewalks needed? Look at enhancing it to be more contiguous and usable.	Although Phase 1 outdoor CAS has additional sidewalks - which facilitates connection across the site - the overall amenity is intended to be shared between both

Internal Reference	Comment	OPA + ZBA or SPA
		Phases, whereby Phase 1 will actually see an increase in outdoor CAS.
65	The minimum CAS as per the Site-Specific 1995 and 2023 Zoning is 1,300 square metres. This amount was approved through the site-specific Zoning By-law and carried forward in the 2023 Zoning By-law based on 164 residential suites. The Common Amenity requirements as per Zoning Bylaw 2023, Table 7.8 for 653 units @ 20sqm/unit = 13,060 sqm of CAS. Staff have concerns with the proposed development achieving a supportable amount of CAS and require further information and justification for a reduction in required CAS.	Amenity Areas have been updated to note specific value. Works out to site total rate of 6.8 square metres per unit.
66	Staff would have strong concerns with the Hydro Easement counting towards CAS if the functionality and programming of the space were limited by Hydro (i.e. no structures, trees and plantings, benches, etc.).	It is our understanding that the proposed landscaping within the Hydro One corridor complies with all requirements.
67	Based on findings of Solar study provided in Urban Design brief, it can be observed that garden courtyard amenity remains shaded through the winter and also the wind conditions are not favorable through all seasons.	Winter will always have significant shading even at buildings less than 7 storeys. Winds may be stronger in winter, however that is also to be expected.
68	It would be ideal to have more solar penetration within the garden courtyard by reducing height of Block A to 6 storeys.	See response to comment 67. The proposed development is within the permitted height.
69	Furthermore, to address the angular plane requirements being adjacent to NI Zone; splitting 7th storey of Block B to retain 7 storeys towards the east and 6 storeys towards west of building will help increase solar penetration.	Angular plane is a localized condition, and is exacerbated by the grading localized in the property line share with the institutional neighbour. The church building is set back approximately 78 metres from the area where the angular plane is exceeded. Refer to Angular Plane dwg for illustration.
70	With proposed density of 300 UPH, outdoor amenity areas and garden courtyards will remain an active community space to come together for various	Understood.

Internal Reference	Comment	OPA + ZBA or SPA
	activities. Making such outdoor CA spaces more user-accessible must remain a priority and not be compensated with increased indoor amenity areas.	
77	Please review buffer areas with your engineer and landscape architect to ensure that trees can be planted unimpeded, as shown on the concept plan.	Noted and coordinated.
100	Required: A detailed water balance does not seem to have been provided. A pre vs. post-development water balance is required to show any proposed changes in runoff, infiltration and evapotranspiration. If infiltration is proposed to be reduced, comments must be provided on impacts to Guelphs Water Recourse System and conformity with Policy Section 4.3.2 of the Official Plan.	A yearly water balance is now included within the FSR.
101	Required: The FSR states that " Due to the existing soils [i.e., low infiltration rates], no active infiltration methods are proposed. Environmental Planning will defer to Engineering on the feasibility of infiltration but request that all reasonable measures to maximize infiltration be explored and implemented to the extent practical. A discussion must be provided in the updated SWM on how infiltration will be maintained to the extent practical.	An infiltration gallery is now included.
102	Required: Other non-infiltrative LID techniques (e.g., rainwater harvesting and greywater reuse) should also be assessed and incorporated where appropriate in order to limit impacts on the water Resource System. A discussion must be provided in the updated SWM on how non-infiltration LIDs will be considered and incorporated to the extent practical.	There is no opportunity for rainwater harvesting or greywater reuse at this time. LID opportunities will be further reviewed during detailed design.
107	Prior to the next submission, the applicant shall submit signed/stamped drawings.	Stamped plans are included in this formal submission.
113	City staff have reviewed the preliminary stormwater management design and note that it does not meet the criteria set out in the DEM. The criteria set out in the DEM indicates that the site is to have 5mm of volume control and is to maintain predevelopment recharge rate, volume and hydroperiods at post-development conditions. The intent of the DEM is to provide infiltration where there are volume control requirements.	The FSR has been updated to meet the new DEM requirements.
114	The FSR states that a stormwater storage tank has been provided for volume control on site. A stormwater tank, without infiltration capabilities does not meet the intent of the DEM.	The tank has been revised to an infiltration gallery.

Internal Reference	Comment	OPA + ZBA or SPA
115	The FSR does not indicate that test pits were used to determine infiltration rates, rather, it appears that use of soil borings and laboratory tests were used to get preliminary infiltration rates. The DEM states that laboratory tests and use of soil borings for infiltration testing are not acceptable. The accepted method of determining infiltration rates should be done in-situ using test pits. Further, hydraulic conductivity tests are the Guelph Permeameter method (Constant head well permeameter method), or Constant head double-ring infiltrometer method.	In-situ testing will be completed during detailed design (SPA) when the location and depth of the infiltration gallery is finalized.
116	The owner will need to submit a preliminary water balance analysis to help determine the pre-development recharge rates of the site. With known recharge rates, the owner can further determine what amount of will need to be infiltrated in order to meet the DEM. The Hydrogeological report by MTE notes that on-site in situ infiltration testing should be done if infiltration is to be considered.	A yearly water balance is now included within the FSR.
117	Quantity control will be further evaluated when water balance analysis and is submitted and all preliminary testing has been done as per the DEM.	The FSR has been revised to include an infiltration gallery, and a yearly water balance analysis.
118	A preliminary water balance analysis will be required prior to zone change approval to maintain predevelopment recharge rate, volume and hydroperiods at post development conditions. Refer to the DEM for further information on water balance.	A preliminary yearly water balance is now included within the FSR.
119	The tests used to determine the infiltration rates are not acceptable as per the guidelines set out in the DEM. As per the DEM, the applicant is required to provide on-site in-situ field infiltration testing. The DEM also notes that the use of soil borings as a substitute for test pits is strongly discouraged. The applicant shall revisit methods for infiltration testing & hydraulic conductivity.	In-situ testing will be completed during detailed design (SPA) when the location and depth of the infiltration gallery is finalized.
120	Permitted tests infiltration testing are to be done in-situ, for Hydraulic Conductivity the permitted tests are the Guelph Permeameter method (Constant head well permeameter method), or Constant head double-ring infiltrometer method.	In-situ testing will be completed during detailed design (SPA) when the location and depth of the infiltration gallery is finalized.
121	Storage tanks without infiltration capabilities cannot be relied upon to meet volume control requirements on their own. The applicant shall revise this method of volume control to meet the intent of the DEM.	The tank has been revised to an infiltration gallery.

Internal Reference	Comment	OPA + ZBA or SPA
122	Further Groundwater data is required, including at least one spring high ground water elevation.	The Hydrogeological Report has been updated to include 12 months of monitoring data.
124	Prior to Zone Change and OP approval, the applicant shall submit signed/stamped drawings.	Stamped drawings are included with this submission.
	NOISE	
128	Page 9 - Please use Class 2, or provide additional justification for Class 1: based on NPC-300 definitions, the City anticipates this property to be in a Class 2 area.	Added discussion of the impacts of the nearby roadways and the mall in Section 2.2.
129	Page 10 - Update this paragraph to correctly identify source of data: data provided in the Appendix differs from that described here.	Added explanation in Section 3.1.1 and clarification in Appendix B.
130	Page 10 - Dawson Road not part of this Study	Removed.
131	Page 10 - No information from the City of Guelph was included in the Appendix.	Added correspondence with City in Appendix B.
132	Page 10 - Need to project traffic data to 10 years beyond project completion.	The project is anticipated to be completed in August of 2027. Noted in Section 3.1.1 and Appendix B.
133	Page 10 - ORNAMENT recommends 90/10 split for regional (and lower) roads, and 85/15 daytime/nighttime split for provincial roads.	Updated to 90/10 day/night split in Appendix B.
134	Page 10 - Please provide additional details of the calculation of future AADT based on provided data; Appendix B only contains the data and Table 4 only contains the final future AADT volumes: please provide the calculations used.	Added calculation in Appendix B.
135	Page 10 - Please provide information for other facades: how was this determined to be the worst-case facade?	RWDI Response: To enable sound contour calculation, we used an implementation of Ornament that calculated the sound power levels for the roads, and calculated propagation in CadnaA. Explained in section 3.1.3. The contours and façade levels are shown in Appendix C.
136	Page 10 - Location of OLA1 is not adequately conservative or representative of the noise levels anticipated for the indicated Outdoor Amenity Area shown on included drawing AZS201. The other	Added the other amenity area, and added noise contours in Appendix C.

Internal Reference	Comment	OPA + ZBA or SPA
	outdoor amenity area should also be assessed. For a feasibility noise study, we optionally recommend using noise contours from all transportation sources.	
137	<p>Page 12 - Missing facilities:</p> <ul style="list-style-type: none"> • Enbridge Gas distribution station (512 Stone Road) • residential facility approved for 237 Janefield Ave. • commercial facilities at 535 Scottsdale and 613, 615 & 617 Scottsdale <p>If some of these have been reviewed/analyzed to not impact the site, please state/justify in the report</p>	Added observations of these sites during the site visit in Section 3.2.3.
138	Page 12 - Please expand on this: do either facility currently hold an ECA approval? If not, the logic following cannot be said to be true.	Added explanation of previous permits but likely current exemption from permitting for these facilities in section 3.2.1.
139	Page 13 - Intervening existing residential properties are not justification for excluding a potential noise source from analysis.	Added explanation of low sound levels observed and significant separation distance to discussion of Stone Road Mall in Section 3.2.4.
140	Page 13 - What does this mean? (Proxy Data - CaptiveAir CASRTU1)	Added definition and explanation in Section 3.2.4.
141	Page 14 - Class 2 (NPC-300)	See response to comment 128.
142	Page 43 - The posted speed limit changes from 80 to 70 (north bound) in front of this site: using 80kph would be more conservative and likely closer to the 85th percentile speed (this would also simplify the calculation to a single Hwy6 segment)	Added comment about evaluating all of highway 6 at 80 km/h in Section 3.1.1.
143	Page 43- Please provide dimensions on a sketch: the source-receiver distance used does not appear to be accurate based on the included sketches.	Added figure C3 in Appendix C.
144	Page 44 - Exposure angles for the segments of Stone Road appear to be reversed (east vs west)	Updated sample calculation in Appendix C.
145	Page 44 - This segment of Stone Road is not at 0% gradient	Changed to using 2% gradient for the section of Stone road east of Highway 6. Included in Stamson calculation in Appendix C.
146	Page 44 - Please provide dimensions on a sketch: the source-receiver distance used does not appear to be accurate based on the included sketches.	Added figure C3 in Appendix C.

Internal Reference	Comment	OPA + ZBA or SPA
147	The property is located in a WHPA B with a vulnerability score of 8. The property is located in an Issue Contributing Area (TCE). Please complete and return a Section 59 Policy Applicability Review form.	Submitted with the application.
148	In accordance with Grand River Source Protection Policy CG-MC-29, please provide a Salt Management Plan. (Please submit an electronic version).	A Salt Management Plan has been included with this submission.
149	<p>Note:</p> <p>Ensure that any private water supply or monitoring wells that are no longer in use are abandoned in accordance with O. Reg. 903.</p> <p>In accordance with Grand River Source Protection Policy CG-CW-37, the applicant will need to indicate what DNAPL (if any) or other potentially significant drinking water threats will be stored and/or handled on the property. A Risk Management Plan may need to be developed.</p>	Noted.
150	<p>Section 6.1, Page 7 - Data with respect to seasonal highs of groundwater elevations have not been collected or presented in the report as only ~3 months of water levels appears to have been collected. As noted by the author, groundwater level data should be collected which include a minimum of 1 year worth of data which encompasses the spring freshet seasonal highs and lows and other storm and melt events. Please provide this data, in addition to the update to hydrographs in the updated hydrogeological report/addendum.</p>	The Hydrogeological Report has been updated to include 12 months of monitoring data.
151	<p>Section 7.0, Page 8 - As noted in the conclusions of the report, if infiltration LIDs are proposed for the site, in-situ infiltration testing should be completed to satisfy requirements of the Development Engineering Manual. It should also be noted that City's Development Engineering Manual requires a minimum of one on-site infiltration test to be conducted at the proposed bottom elevation of each infiltration gallery. In addition, the infiltration gallery bottom shall be designed to have a minimum of 1 m separation distance from the seasonal high groundwater elevation.</p>	In-situ testing will be completed during detailed design (SPA) when the location and depth of the infiltration gallery is finalized.
152	Report includes at minimum, four seasons of data No - 3 months of data are provided	The Hydrogeological Report has been updated to include 12 months of monitoring data.

Internal Reference	Comment	OPA + ZBA or SPA
	TRANSPORTATION	
155	Transportation Services staff reviewed "Alma Guelph Phase 2 601 Scottsdale Drive, Guelph Transportation Impact Study and Parking Study" dated September 2023 by Paradigm Transportation Solutions Limited. Transportation Services staff offer the following comments regarding the pre-submission application.	Noted
156	New consolidated access location <ul style="list-style-type: none"> The proposed new consolidated driveway access to the development must align (centerline to centerline) with the existing mall access on the east side of Scottsdale Drive. Site plan must depict the existing mall entrance and access alignment with the proposed new access. 	The new location of the driveway is confirmed in the discussed contained in the Section titled "Development Description" of the TIS and PS Addendum. The future horizon years were analysed as such.
157	Scope of the study and analysis <ul style="list-style-type: none"> In response to the proposed Terms of Reference for the Transportation Impact Study, Transportation Services staff requested (October 20, 2022) that the intersection of Scottsdale Drive and Janefield Avenue be analyzed for impact assessment. This intersection was not included in the study and must be analyzed. Additionally, the existing mall entrance off Scottsdale Drive is missing from the analysis. The intersection of proposed new consolidated access where it aligns with the mall entrance must be analyzed as a four-legged intersection. A technical memorandum is required analyzing the above two intersections 	These intersections are included in the TIS and PS Addendum.
158	Road network <ul style="list-style-type: none"> The TIS notes that Scottsdale Drive between Janefield Avenue and Cole Road operates with the speed limit of 50km/h. As per the City's traffic by-law, Scottsdale Drive (beyond the school zone) operates with a posted speed limit of 40km/h. 	In the Study Area Roadways section of the April 2024 TIS and PS addendum Scottsdale Drive is noted as a 40 km/h collector road.
159	Roadway improvements <ul style="list-style-type: none"> The study determined that the intersection of Scottsdale Drive at the new consolidated access/ existing mall access warrants a 15m northbound (noted as westbound under section 5.1) left turn lane. For improved and safer traffic operations, phase 2 of the development will require a 20-30 m left-turn lane for both the warranted left turn to 601 Scottsdale Drive, and the opposing southbound left turn lane to 	The road diet of Scottsdale road is reflected in the future horizon analyses of the TIS Addendum.

Internal Reference	Comment	OPA + ZBA or SPA
	<p>the mall.</p> <ul style="list-style-type: none"> The City of Guelph has an interest in implementing a road diet on Scottsdale Drive between Janefield Avenue and Stone Road in the next 1-2 years in order to accommodate on-street buffered bicycle lanes. The City anticipates that a road diet (i.e. reducing to a single through lane in each direction, with no changes to curb lines) could also accommodate the warranted northbound left turn lane and the required southbound left turn lane. The proponent is required to provide a functional design for the intersection of Scottsdale Drive at the new consolidated access/ existing mall access that incorporates the following right-of-way (ROW) improvements: <ul style="list-style-type: none"> (a) Northbound left turn lane (3.25m wide) with a minimum of 15m storage; (b) Southbound left turn lane (3.25m wide) with a minimum of 20m storage and back-to-back (c) Northbound left turn lane (3.25m wide) with a minimum of 20m storage at the intersection of Janefield Drive and Scottsdale Drive; (d) Single vehicle through lane (3.3m wide) in each direction (e) On-street buffered bicycle lane in each direction, with minimum lane width of 1.8m and a painted buffer at least 0.3m wide. Detailed design for the ROW improvements to be reviewed and implemented as part of the site plan application process. The cost of constructing left turn lanes on Scottsdale Drive, detailed design and any utility relocations are a developer cost as per Local Service Policy. 	
160	<p>On-site waste collection</p> <ul style="list-style-type: none"> As per the City's waste Collection Guidelines for Multi-Residential Developments, to accommodate front-end collection vehicles, minimum unencumbered vertical clearance of 6.5m is to be provided for the length of the collection vehicle (11.4m). Architectural plan notes that the waste collection is identified under the building (Phase 2 Block B) which the vertical clearance is reduced from required 6.5m. 	Design for vertical clearance is outside the TIS scope and should be reviewed as part of the site design.
161	The submitted Transportation Impact Study (TIS) report identifies a range of TDM measures that will support residents and visitors to choose sustainable modes of transport. Overall, staff have concerns with	Noted

Internal Reference	Comment	OPA + ZBA or SPA
	the proposed amount of bike parking and electric vehicle parking currently proposed.	
162	<p>Construction of the following cycling facilities are anticipated within the next 1-5 years that will enhance connectivity between this site and the University of Guelph:</p> <ul style="list-style-type: none"> • Scottsdale Drive - on-road painted buffered bike lanes from College Avenue to Kortright Road. • College Avenue - protected cycling facilities from Janefield Avenue to Dundas Lane. • Stone Road - protected cycling facilities from Hanlon Expressway to Edinburgh Road 	This is discussed in the Cycling Network section of the April 2024 TIS and PS Addendum.
163	Please specify the number of short-term bike parking spaces proposed and the number of long-term bike parking spaces proposed (rather than just the total amount). The proposed total quantity of bicycle parking (191 spaces) is considered insufficient for the scale of the proposed development (653 units). Staff recommend that the amount of bike parking should be increased to come closer to the requirements of the 2023 Comprehensive Zoning By-Law (CZBL).	As noted in the Proposed Parking Supply section of the April 2024 TIS and PS addendum, the bicycle parking supply has been increased to 382 spaces (40 short-term and 342 long-term spaces).
164	Under TIS Section 2.2 and Planning Justification Report Section 2.2, please add Guelph Transit Route 19 Hanlon Creek. This new route directly serves the development site.	A description of Route 19 has been included in the Transit Network section of the April 2024 TIS and PS Addendum.
165	Note that Guelph Transit currently use a temporary transit stop (Stop ID: 6202) on Scottsdale Drive for southbound Route 19 and has interest to install a permanent transit pad in the future. Given the proposed development site layout, the preferred location for a concrete transit pad on Scottsdale Drive is in front of the subject site at the location of the existing southern driveway (that will be removed as part of the proposed development).	This is discussed in the Transit Network section of the April 2024 TIS and PS Addendum.

APPENDIX E – Neighbourhood Information Meeting Invitation

NEIGHBOURHOOD MEETING INVITATION

To Owner/Occupant:

Neighbourhood Meeting – 601 Scottsdale Drive

Forum 601 Scottsdale LP are hosting a Neighbourhood Meeting to discuss the proposed development of the property located at 601 Scottsdale Drive and to receive public input. The site considered for development is shown on the map below (in yellow) and involves the construction of Phase 2 of a residential development geared towards students.

The Neighbourhood Meeting will take place:

Monday December 11, 2023

7:00 to 8:30 p.m.

601 Scottsdale Drive

The meeting will be held in the atrium of the existing building, which is accessed through the door under the canopy (to the left of the mural)



The Proposal

The proposed development includes two new seven (7) storey buildings connected by a single storey indoor amenity area, a new one (1) level parking structure, and a realigned site access from Scottsdale Drive, all situated on the vacant western portion of the subject lands. Phase 2 is an extension of Phase 1 which involved the conversion of the former Holiday Inn into a residential development geared to students. Phase 1 has been completed and is fully occupied. Phase 2 proposes new indoor and outdoor amenity areas where all on-site amenities, including those within the existing building, will be shared between residents of both phases.

Phase 1 includes 164 suites/units (177 bedrooms) with Phase 2 proposed to add 489 suites/units (587 bedrooms). All of the suites/units are geared towards post-secondary students and are intended to address the shortage of such housing in the community. A total of 191 parking vehicular parking spaces and 191 bicycle parking spaces are proposed on site with the majority of these spaces to be located within the parking structure.

The proposed development requires an **Official Plan Amendment** to permit an increase in density from 250 units per hectare to 300 units per hectare, which reflects the combined density of Phases 1 and 2.

Amendments to the City's in force and effect **Zoning By-law (1995 By-law)** are required to:

- Increase the permitted density from 150 units per hectare to 300 units per hectare;
- Reduce the interior side yard setback (along the north property line) from 14.5 metres to 13.8 metres; and,
- Reduce the required parking rate from 1.1 spaces per unit to 0.25 spaces per bedroom / 0.29 spaces per unit.

Amendments to the City's **New 2023 Zoning By-law (not yet in effect)** are required to:

- Remove the H12 holding provision (requires confirmation of servicing)
- Increase the permitted density from 150 units per hectare to 300 units per hectare;
- Increase the angular plane from 45 degrees to 58 degrees from the adjacent northwest property that contains a place of worship;
- Reduce the landscaped buffer strip along the northern property line from 3.0 metres to 1.4 metres (to match existing conditions);
- Reduce the required parking rate from 1.5 spaces per unit for first 20 units + 1.25 spaces per unit for every unit thereafter to 0.29 spaces per unit / 0.25 spaces per bedroom;
- Reduce the required bicycle parking rate from 1.1 per unit to 0.25 spaces per bedroom / 0.29 spaces per unit;
- Permit a reduction in electric vehicle spaces (with Level 2 chargers) from 20% of spaces (39 spaces) to 2.6% (5 spaces); and,
- Permit a reduction in designed electric vehicle spaces (spaces that have conduit to install future electric vehicle chargers) from 80% of spaces (153 spaces) to 10.5% of spaces (20 spaces).

The Process

The Neighbourhood Meeting will provide an opportunity for the applicant to present an overview of the proposal and gather input from the community before submitting a formal development application to the City of Guelph. It will also provide a forum for the applicant to respond to questions regarding the proposal. At this time, no application has been received, nor has a decision been made by the City of Guelph.

The Format

The meeting will be held in person in the atrium of Phase 1 (the existing building), located at 601 Scottsdale Drive. Parking is available on site, and the site is accessible via public transit. The applicant will provide an overview of the proposal and there will be an opportunity for questions and input of comments. City of Guelph Staff will then provide an overview of the development application process and explain how the public may participate as the development application advances.

Additional comments, questions and feedback can be directed to the applicant at jgaudet@mhbcplan.com

Conceptual Renderings/Drawings of Proposal

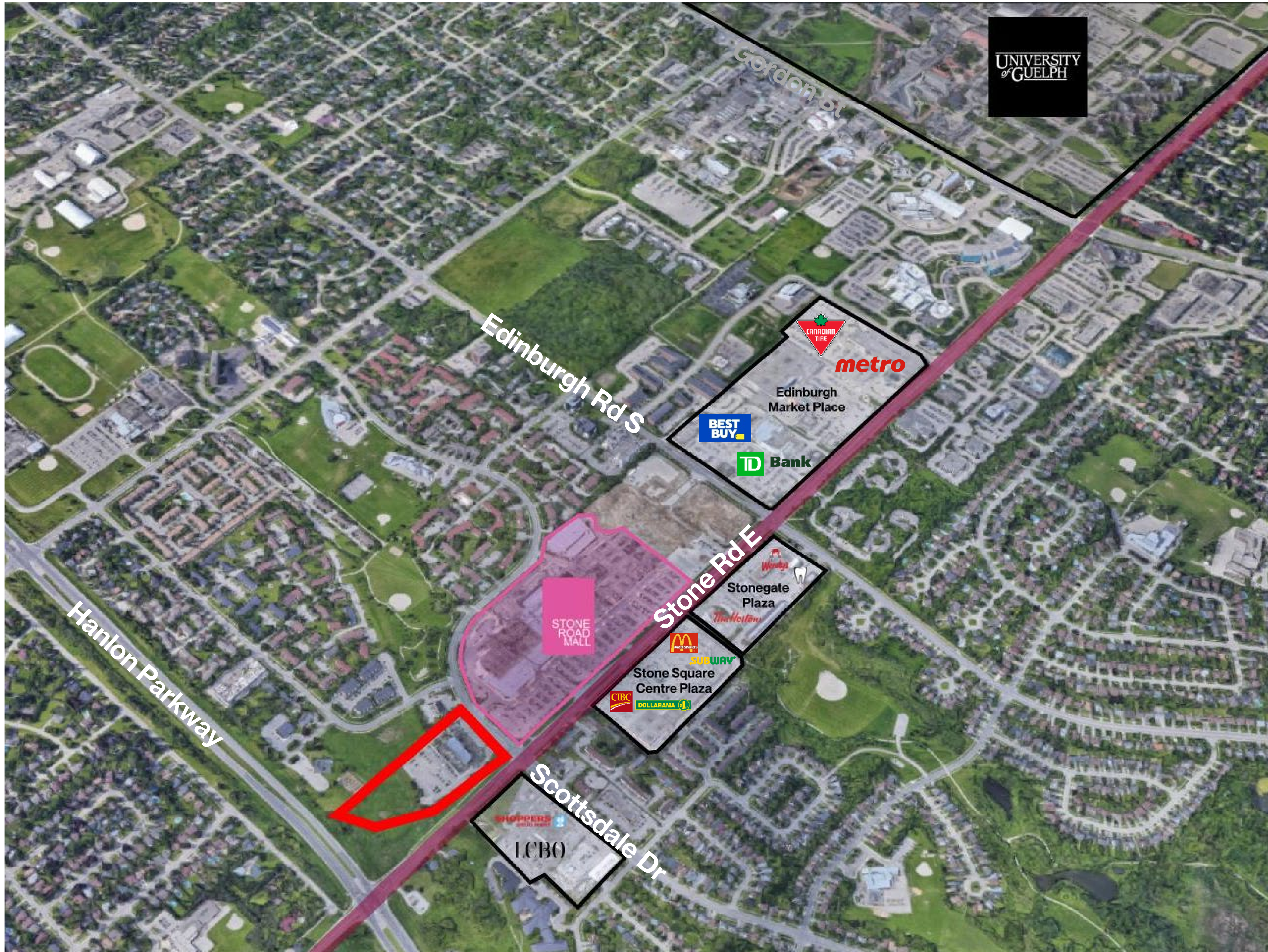




Conceptual Site Plan (Phase 1, Existing, in Grey, Phase 2, Proposed, in Orange. Blue lines in the middle indicate a Hydro Corridor, and the blue lines to the west indicate a MTO setback from Highway 6. No buildings are permitted in either of these areas)

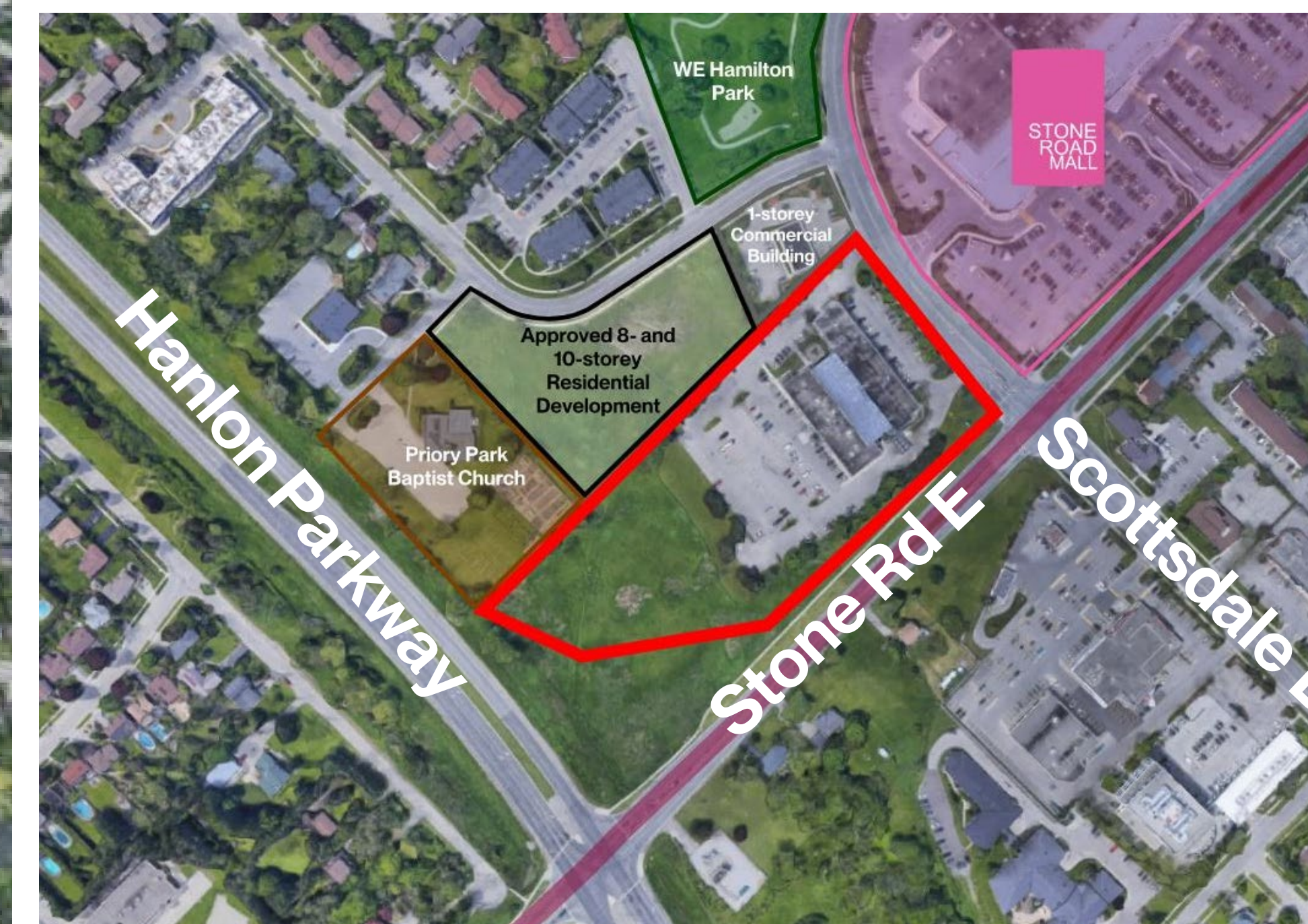


APPENDIX F – Neighbourhood Information Meeting Display Boards

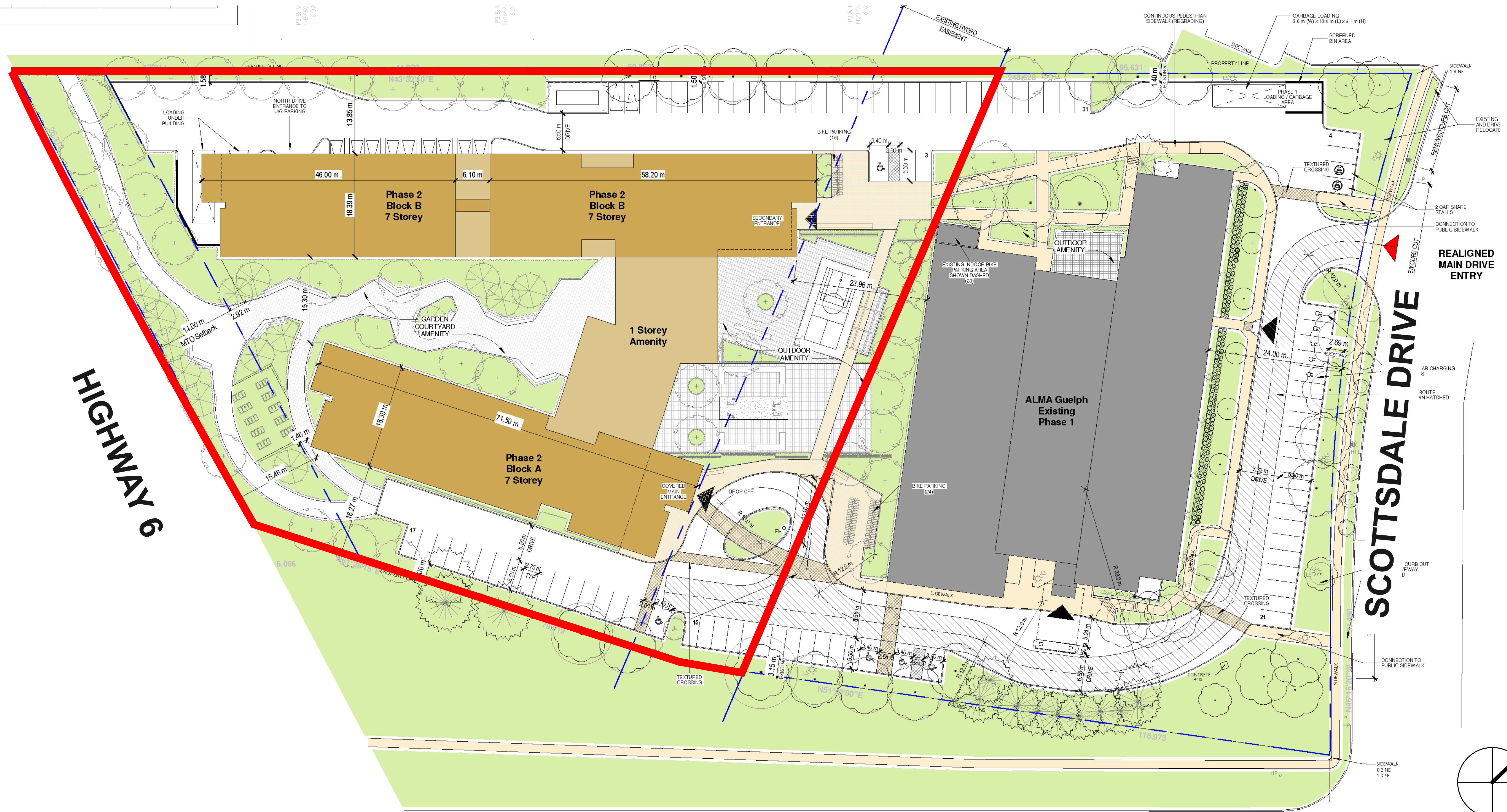
Context Map



601 Scottsdale Drive (Subject Site)	
Stone Square Centre	~400m
Stone Road Mall	~500m
Stonegate Plaza	~600m
Edinburgh Market Place	~1km
	~2,2 km
Downtown	~4,6 km
Route 15 University College Bus Loop	Every 30 mins 17 mins to U of G 4 mins from U of G



ALMA Guelph Phase 2

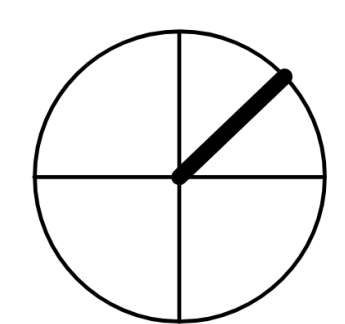


HIGHWAY 6

SCOTTSDALE DRIVE

STONE ROAD

REALIGNED MAIN DRIVE ENTRY



ALMA Guelph Phase 2

Proposed:

- Two seven (7) storey buildings
- 489 units/suites (587 bedrooms)
- Large indoor amenity area connecting the two buildings
- Extensive outdoor amenity programming
- Indoor and outdoor amenities available to residents at both Phase 1 and 2
- Structured and surface car parking
- Secure indoor bicycle parking



ALMA Guelph Phases 1 and 2



Sweeny & Co
Architects

Planning Applications

Official Plan Amendment

- To increase density from 250 units / hectare to 300 units / hectare

Zoning By-law Amendment

1995 By-law

- Increase density to 300 units per hectare
- Reduce interior side yard setback
- Reduce parking

2023 Draft By-law (Not in Effect)

- Remove holding provision
- Increase density to 300 units per hectare
- Increase the angular plane near church
- Reduce landscaped buffer strip
- Site specific electric vehicle parking regulations
- Site-specific bicycle parking requirement



APPENDIX G – Planning Justification Report (October 2023)



PLANNING JUSTIFICATION REPORT

Official Plan and Zoning By-law Amendments

601 Scottsdale Drive

Guelph

October 2023



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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by Forum 601 Scottsdale LP (“Forum”) to provide planning advice in connection with applications for an Official Plan Amendment and Zoning By-law Amendment for lands located at 601 Scottsdale Drive, in the City of Guelph (the “subject lands”). The purpose of this Planning Justification Report is to provide a planning summary and analysis of the relevant policy framework, planning considerations, and technical studies required to permit the development of new student residential buildings on a vacant portion of the subject lands.

The subject lands comprise a total of approximately 2.2 hectares (5.2 acres) and are located at the intersection of Stone Road West and Scottsdale Drive, in an area that contains a wide range of commercial uses including the Stone Road Mall. The subject lands are currently developed with Phase 1 (“ALMA”), which converted a former hotel into a building containing 164 suites (177 beds) or units geared to students. Phase 1 is constructed and fully occupied with access located on Scottsdale Drive. Phase 1 was approved through previous planning processes, including a Zoning By-law Amendment and Minor Site Plan application (SP22-001). The existing building, referred to hereinafter as ‘Phase 1’, is fully occupied. The balance of the site contains manicured landscaping and surface parking where a significant number of existing surface parking spaces are not utilized.

Forum proposes to develop the vacant underutilized portion of the subject lands with additional residential buildings that will provide housing for students. The new development, hereinafter referred to as ‘Phase 2’ is proposed to include:

- Two seven (7) storey buildings with a combined total 489 units/suites,
- A single storey indoor amenity area connecting the two 7 storey buildings;
- Structured parking for vehicles and bicycles; and
- Landscaping, pedestrian connections and integration with the existing Phase 1 development.

This Report has been prepared in support of Official Plan and Zoning By-law Amendment applications to permit the development of the subject lands as described above. This Report provides justification for the applications, addressing relevant planning policies and regulations applicable to the subject lands.

The proposed Official Plan Amendment and Zoning By-law amendment represents good land use planning, are consistent with the Provincial Policy Statement, conform to the Growth Plan for the Greater Golden Horseshoe, and meet the intent of the Official Plan. MHBC Planning accordingly recommends approval of these amendments to the proposed Phase 2 development.

1.1 Pre- Consultation Meeting

A Pre-Consultation Meeting was held with the City of Guelph staff on October 26, 2022, to discuss the proposed development. Further meetings with the City were also held to discuss the proposed development, obtain additional feedback and to discuss the overall development concept for the subject lands. Following the October 26, 2022 meeting, City staff identified, by correspondence dated November 18, 2022 that the following submission materials are required for a complete Official Plan and Zoning By-law Amendment application:

- Planning Justification Report with draft Amendments, Community Energy Initiative, and Affordable Housing Analysis
- Traffic Impact Study and Parking Study
- Urban Design Brief
- Geotechnical Report
- Hydrogeological Report
- Functional Servicing Report
- Stormwater Management Report
- Noise Feasibility Study
- Phase I Environmental Site Assessment
- Site Plan with Zoning Chart
- Survey
- Site Servicing Plan
- Tree Preservation Plan
- Landscape Plan
- Sun and Shadow Study
- Pedestrian Level Wind Study
- Building Elevations
- Truck Turning Plan

The required reports/studies listed above have been completed and are included as part of this submission. A brief summary of the technical reports is included in Section 7.0 of this report.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site Description

The subject lands are located at the northwest corner of the Stone Road West and Scottsdale Drive intersection with the Hanlon Parkway located immediately to the west. The lands slope gently from east to west and contain a multi-storey residential building that contains 164 suites and units (177 bedrooms) for students attending the University of Guelph. Access to the lands is provided from Scottsdale Drive via two entrances, generally at the north and south ends of the site. The location of the subject lands is illustrated on **Figure 1** and an image of the existing building is shown in **Figure 2**.











Figure 2 – Phase 1 Development

Source: Forum Asset Management



Figure #: 1
**City of Guelph
 Transit Routes &
 Stops**

LEGEND

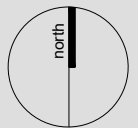
-  Subject Lands
-  Phase 2 Lands
-  Edinburgh College/College Edinburgh Route
-  Ironwood Route
-  Janefield Route
-  Woodlawn Watson/Watson Woodlawn Route
-  Hanlon Creek Route
-  Bus Stop

DATE: October 2023

SCALE: 1:5,000

FILE: 1056G

DRAWN: LC



K:\1056G - SCOTTSDALE DR. GUELPH PHASE 2\RP\CI\ITY OF GUELPH TRANSIT.DWG

601 Scottsdale Drive
 City of Guelph

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MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE
 200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
 P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

2.2 Surrounding Land Uses and Site Context

The entire site is comprised of approximately 2.2 hectares and has approximately 122 metres of frontage on Scottsdale Drive. A hydro corridor bisects the subject lands and features overhead wires within an easement approximately 20 metres in width. The subject lands also abut Stone Road. The Ministry of Transportation (MTO) operates the Hanlon Parkway and owns the lands immediately adjacent the property, including lands between the parking lot and Stone Road.

The lands are located in a developed area of the City, which contains a significant amount of higher order commercial uses, including the regional serving Stone Road Mall. Stone Road is a major road within the City, linking the Hanlon Parkway and the west side of Guelph, with the University of Guelph and Gordon Street and the City's downtown area.

The lands are well served by transit, including multiple routes on Stone Road and Scottsdale Drive that provide access to key destinations, including the University of Guelph. The following bus routes are available within walking distance of the subject lands:

- 1 (Edinburgh College),
- 2 (College Edinburgh),
- 6 (Ironwood),
- 8 (Stone Road Mall),
- 15 (College),
- 17 (Woodlawn Watson),
- 18 (Watson Woodlawn), and
- 50U (Scottsdale).

Active transportation routes are available north of the subject lands that provide connections to College Avenue, and the City's Downtown via the Speed River or Gordon Street.

The surrounding land uses include the following (please see **Figure 1** for references):

North: To the north of the subject lands is a TD Canada Trust bank, portions of the Stone Road Mall development and a mix of residential development, generally containing multiple units. W.E. Hamilton Park is also located to the north, a short walk from the subject lands. A new 8 and 10 storey multi-unit residential development has been approved for the adjacent lands to the north, on Janefield Avenues.

West: To the west is the Hanlon Parkway, a divided highway that provides access to Hwy 401 in the south and Highway 7 in the north. A spiritual use (Baptist Church) is also located to the northwest.

South: To the south, on the opposite side of Stone Road West is a commercial plaza, with multiple units, including an LCBO and Shoppers Drug Mart. Further to the south is the Stone Lodge Retirement Residence and a low-rise residential neighbourhood.

East: To the east is the Stone Road Mall, a large regional serving mall that provides a wide range of commercial uses for the City and surrounding area. The Stone Road West area east of the subject lands contains commercial uses on both sides of the street.

3.0 PROPOSAL

3.1 Proposed Development

The proposed development includes two new seven (7) storey buildings connected by a single storey indoor amenity area and a one (1) level parking structure, all situated on the vacant western portion of the subject lands. Phase 2 is an extension of Phase 1, with residential units/suites planned for students. The intent is for the entire site to function as one comprehensively planned development, to allow for the movement of people, bicycles and vehicles throughout the site, while maintaining appropriate connections to the public streets. The Conceptual Site Plan is included in **Figure 3**, and a rendering of the proposed development is included in **Figure 4**, shown below, as seen from Stone Road.

Figure 4 – Conceptual Rendering

Source: Sweeny & Co Architects Inc.



No further changes are proposed to the existing Phase 1 building, which contains 164 units/suites (177 bedrooms). Phase 2 is proposed to include 489 new units/suites and 587 bedrooms. Combined, the two Phases result in a total of 653 units/suites (764 bedrooms).

Parking and Common Amenities

Vehicular parking will be consolidated across the site, through a combination of surface and structured parking. The subject lands propose a total supply of 191 vehicular parking spaces. Furthermore, Phase

ZONING MATRIX

* Denotes existing site-specific provision

Provision	SC 1-49 Zone (1995-14/84)	MUC-1(PA) (Draft CZRL)	Provided	Compliance
Permitted Uses	Apartment Building* Residential Suites*	Apartment Building* Residential Suites*	Apartment Building* Residential Suites*	✓
Minimum Lot Area	N/A	7,500 m ²	3.2 ha	✓
Minimum Lot Frontage	30 m	50 m	122 m	✓
Maximum Density	150 UPH*	150 UPH*	300 UPH	Amendment Requested - both by-law
Front Yard	6 m	3-13 m	24 m	✓
Minimum Interior Side Yard	6 or 1/2 building height, whichever is greater = 14.5 m	3 m	13.8 m	Yes for new by-law, Amendment for current by-law
Minimum Exterior Side Yard	6 m	3-13 m	16.27 m	✓
Minimum Rear Yard	1/2 building height but not less than 6 m = 14.5 m	7.5 m	N/A, lot has three street frontages and an interior side yard. Setback to Highway 6 is 15.4 m	Not applicable - no rear yard
Maximum Building Height	8 storeys*	8 storeys*	7 storeys*	✓
Minimum First Storey Height	N/A	4.5 m	6.5 m	✓
First Storey Transparency	N/A	10% of the surface area of the first storey of a building up to 5 m from the ground when the building is within 15 m of an arterial or collector road	Not applicable. Building is not located within 15 m of an arterial road	N/A
Angular Plane	N/A	45 degrees from interior and rear lot lines when adjacent to an institutional or medium density zone, measured 30.5 m above the average elevation of the grade at the required setback from the property line	58 degrees	Amendment Requested - new by-law
Maximum Building Length	N/A	75 m for buildings within 25 m of a street	Not applicable, building is not located within 15 m of a street	N/A
Minimum Distance Between Buildings	N/A	1/2 building height to a maximum of 15 m and a minimum of 5 m	15.3 m	✓
Minimum Common Amenity Area	1,300 m ² *	1,300 m ² *	Greater than 1,300 m ²	✓
Minimum Common Amenity Area Location	N/A	Aggregated into areas not less than 50 m ² with length not exceeding 1/2 the width	Greater than 1,300 m ²	✓

Provision	SC 1-49 Zone (1995-14/84)	MUC-1(PA) (Draft CZRL)	Provided	Compliance
Minimum Landscaped Open Space	10% of lot area	10% of lot area	Lot Area: 22,226 m ² Landscaped Open Space: 6,000 m ² Percent: 31%	✓
Parking	1.1 unit + 0.1 unit visitor* = 654 + 1.1 = 730 parking stalls	Apartment Building First 20 units = 1.5 spaces / unit = 30 for visitors = 28 x 1.5 = 42, 1.25 = 82 parking stalls	0.25 spaces per bedroom = 191	Amendment Requested - both by-laws
Accessible Parking	2	1 + 1/4% of total spaces, equal number of Type A and Type B = 1 + (337 * 0.03) = 7 spaces	2 spaces	✓
Parking Space Size	2.25 m x 5.5 m*	2.25 m x 5.5 m (standard) 3.4 m x 5.5 m (Type A accessible) 3.4 x 5.5 m (Type B accessible)	2.25 m x 5.5 m (standard) 3.4 m x 5.5 m (Type A accessible) 2.4 x 5.5 m (Type B accessible)	✓
Parking Aisle Width	N/A	The minimum width of a parking aisle providing two way access shall be 6.5 metres	6.5 m single-loaded aisle 7.0 m double-loaded aisle	✓

Provision	SC 1-49 Zone (1995-14/84)	MUC-1(PA) (Draft CZRL)	Provided	Compliance
Electric Vehicle Parking	N/A	20% of required parking to have electric vehicle charging stations, with 80% designed to accommodate EV parking in the future = 197.2 = 40 required to have minimum Level 2 charges	5 supplied, 20 designed	Amendment Requested - new by-law
Bicycle Parking	N/A	1 per unit (short term) = 654 * 1 = 66 = 1 per unit (long term) = 654	0.25 per bedroom = 191	Amendment Requested - new by-law
Buffer Strip	1.5 m	A 3 m buffer strip is required adjacent to interior side and rear lot lines 3 m buffer strip is required around the perimeter of surface parking lots	South: 3 m North: 1.5 m to match existing	Amendment Requested - new by-law, continues existing condition to Phase 2
Active Entrance	N/A	1 active entrance for every 30 m of street line when the building is within 15 m of an arterial or collector road	Not applicable, building is not located within 15 m of a street	N/A

SITE STATISTICS

EXISTING ZONING	SC 1-49		
SITE AREA	22,226.00 m ²	239,239 ft ²	2.22 ha
FRONTAGE	122.20 m	401 ft	
DEPTH	241.20 m	791 ft	

PROJECT STATISTICS

PHASE	GFA (Above Grade)	UNIT COUNT	BUILDING HEIGHT
PHASE 1 (TO REMAIN)	8,641.6 m ²	164 UNITS STUDIOS = 151 2 BED = 13	5 STOREYS
PHASE 2 (PROPOSED)	21,936.0 m ²	489 UNITS STUDIOS = 391 2 BED = 98	7 STOREYS
TOTAL	30,577.6 m²	653 UNITS STUDIOS = 542 2 BED = 111	

FSI:	1.37
UNITS / HECTARE:	294 UNITS / HA

AMENITY

PHASE 1 & 2	1,300 + m ²
-------------	------------------------

BICYCLE PARKING

TOTAL BICYCLE PARKING ON SITE:	191
--------------------------------	-----

CAR PARKING

ACCESSIBLE PARKING:	7 (1 + 3%)
TOTAL PARKING ON SITE:	191

LOADING

PHASE 1	1 LOADING SPACE
PHASE 2	2 LOADING SPACES

Proposed Development
237 Janefield Ave
(8 & 10 Storey)



DRAWING NOT TO BE SCALED

Contractor must check and verify all dimensions on the job and report any discrepancies to the architect before proceeding with the work.

This drawing shall not be used for construction purposes unless signed by the consultant responsible. This drawing, as an instrument of service, is provided by and is the property of Sweeny & Co. Architects.

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23-08-24 Issued for UoIG Board Meeting
23-09-22 Issued for OPA / ZBA

Figure 3



Sweeny & Co Architects

134 PETER STREET | SUITE 1601
TORONTO, ONTARIO | M5V 2H2 | CANADA
P: 416-971-6252 | F: 416-971-5420
E: info@sweenyandco.com | www.sweenyandco.com

PROJ. NAME
ALMA GUELPH Phase 2
601 Scottsdale Dr
Guelph, ON

OWNER
Forum 601 Scottsdale LP

DWG TITLE
Site Plan

DATE: 03/13/23
SCALE: 1 : 400
DRAWN: AJH/BJS
CHECKED: BJS/JG
PROJ. No.: 2305

DWG No.
AZ101

2 proposes additional bicycle parking to augment the supply of bicycle parking in Phase 1. Combined, the two phases include 191 bicycle parking spaces, the majority of which are located indoors.

Phase 1 includes extensive indoor common amenity areas, as well as programmed outdoor areas. These existing common amenities will be augmented through the introduction of new indoor and outdoors spaces within Phase 2, including:

- an outdoor courtyard;
- a multi-use sports court;
- outdoor seating areas, and
- fire pits.

The ground floor plan, which illustrates the indoor amenity areas is shown in **Figure 5** and a conceptual landscape plan which shows the outdoor amenity area in **Figure 6a** and the Garden Courtyard in **Figure 6b**. Community gardens for the residents are proposed west of the new buildings, within the required 14 metre MTO setback – it is acknowledged that the gardens may need to be removed in the future should MTO require the lands for a highway expansion.

The large indoor amenity area depicted in **Figure 5** will provide year-round space for the residents. All of the amenities within both Phases 1 and 2 will be available to all residents, creating a shared community campus format that promotes social interaction and pedestrian movement around the site.

Vehicular Access

The subject lands currently have two accesses from Scottsdale Drive, located at the north and south ends of the site. Through the review and ultimate approval of Phase 1, City staff required that when the second phase proceeded, the southerly access was to be permanently closed and the northerly access relocated to align with the entrance to the Stone Road mall. As part of Phase 2's design and the internal layout of vehicular and pedestrian movement, the driveway access from Scottsdale Drive is proposed to be re-aligned, consistent with staff's direction. As such, a single access into the site is proposed, with vehicular movement directed to both phases, through shared internal driveways. Accommodation has also been made for garbage and emergency vehicles, with appropriate areas for short term parking and drop offs.

3.2 Proposed Official Plan and Zoning By-law Amendment

The subject lands are designated *Mixed-Use Corridor 1* and are within the *Stone Road Strategic Growth Area* in the City of Guelph Official Plan. Medium and high-density multiple unit residential buildings and apartments are permitted with a maximum height of 14 storeys and a maximum density of 250 units per hectare.

An Official Plan Amendment is required to permit a density of 300 units per hectare across the entirety of the subject lands (Phases 1 + 2 combined). No other amendments to the Official Plan are required.

DRAWING NOT TO BE SCALED

Contractor must check and verify all dimensions on the job and report any discrepancies to the architect before proceeding with the work.

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23-09-22 Issued for OPA / ZBA

Figure 5



**Sweeny & Co
Architects**

134 PETER STREET | SUITE 1601
TORONTO, ONTARIO | M5V 2H2 | CANADA
P: 416-971-6252 | F: 416-971-5420
E: info@sweenyandco.com | www.sweenyandco.com

PROJ. NAME
ALMA GUELPH Phase 2
601 Scottsdale Dr
Guelph, ON

OWNER
Forum 601 Scottsdale LP

DWG TITLE
Floor Plans_Level 1

DATE: 03/13/23
SCALE: 1 : 250
DRAWN: AJH/BJS
CHECKED: BJS/JG
PROJ. No.: 2305

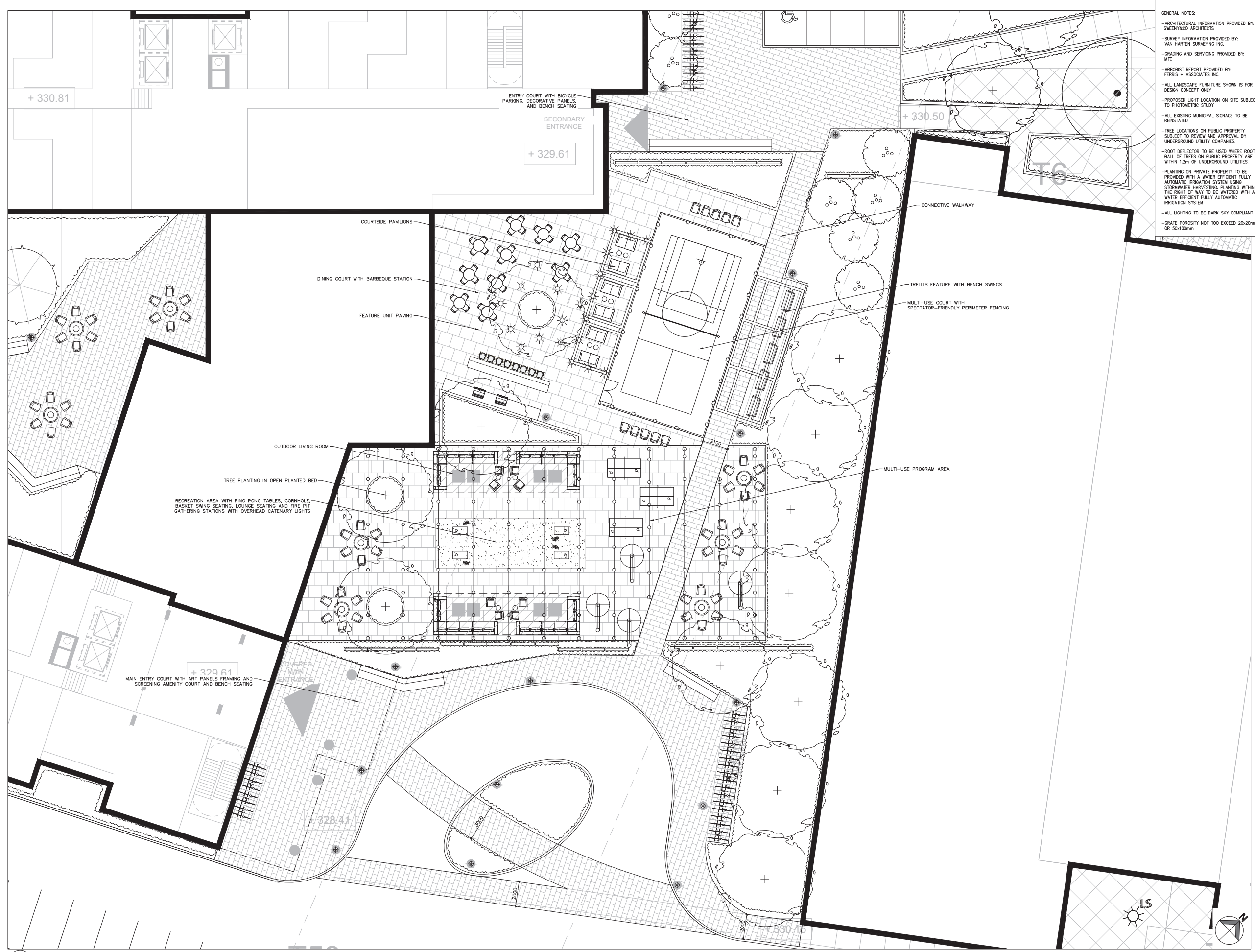
DWG No.

AZ201



	NANO STUDIO	20.4 m ² (220 sf ²)
	STUDIO	22.2 m ² (239 sf ²)
	STUDIO ACCESSIBLE	29.6 m ² (319 sf ²)
	2 BEDROOM	46.6 m ² (502 sf ²)
	2 BED ACCESSIBLE	54.2 m ² (583 sf ²)
	INDOOR AMENITY	
	OUTDOOR AMENITY	

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2023-09-22 3:48:13 PM



GENERAL NOTES:

- ARCHITECTURAL INFORMATION PROVIDED BY: SWEENY&O ARCHITECTS
- SURVEY INFORMATION PROVIDED BY: VAN HARTEN SURVEYING INC.
- GRADING AND SERVING PROVIDED BY: MTE
- ARBORIST REPORT PROVIDED BY: FERRIS + ASSOCIATES INC.
- ALL LANDSCAPE FURNITURE SHOWN IS FOR DESIGN CONCEPT ONLY
- PROPOSED LIGHT LOCATION ON SITE SUBJECT TO PHOTOMETRIC STUDY
- ALL EXISTING MUNICIPAL SIGNAGE TO BE REINSTATED
- TREE LOCATIONS ON PUBLIC PROPERTY SUBJECT TO REVIEW AND APPROVAL BY UNDERGROUND UTILITY COMPANIES.
- ROOT DEFLECTOR TO BE USED WHERE ROOT BALL OF TREES ON PUBLIC PROPERTY ARE WITHIN 1.2m OF UNDERGROUND UTILITIES.
- PLANTING ON PRIVATE PROPERTY TO BE PROVIDED WITH A WATER EFFICIENT FULLY AUTOMATIC IRRIGATION SYSTEM USING STORMWATER HARVESTING. PLANTING WITHIN THE RIGHT OF WAY TO BE WATERED WITH A WATER EFFICIENT FULLY AUTOMATIC IRRIGATION SYSTEM.
- ALL LIGHTING TO BE DARK SKY COMPLIANT
- GRATE POROSITY NOT TO EXCEED 20x20mm OR 50x10mm



Key Plan: A.L.A.

Notes:

1. Do not scale the drawings.
2. The contractor shall check and verify all dimensions and conditions on the project and immediately report any discrepancies to the consultant before proceeding with the work.
3. The contractor is to be aware of all existing and proposed services and utilities. The contractor shall have all underground services and utility lines staked by each agency having jurisdiction prior to commencing work.

- LEGEND
- HIGH BRANCHING, DECIDUOUS, SHADE TREES
 - CONIFEROUS TREES
 - PROPOSED PLANTING
 - PROPERTY LINE
 - CONCRETE PAVING/ SIDEWALK; SRI>29
 - UNIT PAVING A; SRI>29
 - UNIT PAVING B; SRI>29
 - SOD
 - EXISTING PHASE 1 LANDSCAPE TO REMAIN
 - PEDESTRIAN SCALE LIGHT STANDARD; DARK SKY COMPLIANT
 - BIKE RINGS

Figure 6a

1. Issued for OPA/ZBA	23-09-22
No. Issued	TY-MM-DD

This drawing is to be used for the following purpose: Not to be used for construction unless signed by the landscape architect.

Project: ALMA GUELPH Phase 2

Prepared for: Forum 601 Scottsdale LP

Location: 601 Scottsdale Drive Guelph, Ontario

Ferris + Associates Inc.
 Landscape Architecture and Urban Design
 11 Church Street
 Toronto, Ontario
 M5E 1W1
 Telephone: 416.966.6803



Drawing Title: LANDSCAPE PLAN - THE QUAD

Date: August 2023
 Scale: As Shown
 Drawn: JJB
 Checked: PFR
 Project No: 2719
 Drawing No: RZL2

GENERAL NOTES:

- ARCHITECTURAL INFORMATION PROVIDED BY: SWEENY&O ARCHITECTS
- SURVEY INFORMATION PROVIDED BY: VAN HARTEN SURVEYING INC.
- GRADING AND SERVING PROVIDED BY: MTE
- ARBORIST REPORT PROVIDED BY: FERRIS + ASSOCIATES INC.
- ALL LANDSCAPE FURNITURE SHOWN IS FOR DESIGN CONCEPT ONLY
- PROPOSED LIGHT LOCATION ON SITE SUBJECT TO PHOTOMETRIC STUDY
- ALL EXISTING MUNICIPAL SIGNAGE TO BE REINSTATED
- TREE LOCATIONS ON PUBLIC PROPERTY SUBJECT TO REVIEW AND APPROVAL BY UNDERGROUND UTILITY COMPANIES.
- ROOT DEFLECTOR TO BE USED WHERE ROOT BALL OF TREES ON PUBLIC PROPERTY ARE WITHIN 1.2m OF UNDERGROUND UTILITIES.
- PLANTING ON PRIVATE PROPERTY TO BE PROVIDED WITH A WATER EFFICIENT FULLY AUTOMATIC IRRIGATION SYSTEM USING STORMWATER HARVESTING. PLANTING WITHIN THE RIGHT OF WAY TO BE WATERED WITH A WATER EFFICIENT FULLY AUTOMATIC IRRIGATION SYSTEM.
- ALL LIGHTING TO BE DARK SKY COMPLIANT
- GRATE POROSITY NOT TO EXCEED 20x20mm OR 50x10mm



Key Plan
N.T.S.

- Notes:
1. Do not scale the drawings.
 2. The contractor shall check and verify all dimensions and conditions on the project and immediately report any discrepancies to the consultant before proceeding with the work.
 3. The contractor is to be aware of all existing and proposed services and utilities. The contractor shall have all underground services and utility lines staked by each agency having jurisdiction prior to commencing work.

- LEGEND
- HIGH BRANCHING, DECIDUOUS, SHADE TREES
 - CONIFEROUS TREES
 - PROPOSED PLANTING
 - PROPERTY LINE
 - CONCRETE PAVING/ SIDEWALK; SRI>29
 - UNIT PAVING A; SRI>29
 - UNIT PAVING B; SRI>29
 - SOD
 - EXISTING PHASE 1 LANDSCAPE TO REMAIN
 - PEDESTRIAN SCALE LIGHT STANDARD; DARK SKY COMPLIANT
 - BIKE RINGS

Figure 6b

1.	Issued for OPA/ZBA	23-09-22
No. Issued		TY-MM-DD

The drawing is to be used for the following purpose:

Not to be used for construction unless signed by the landscape architect.

Project: ALMA GUELPH Phase 2

Prepared for: Forum 601 Scottsdale LP

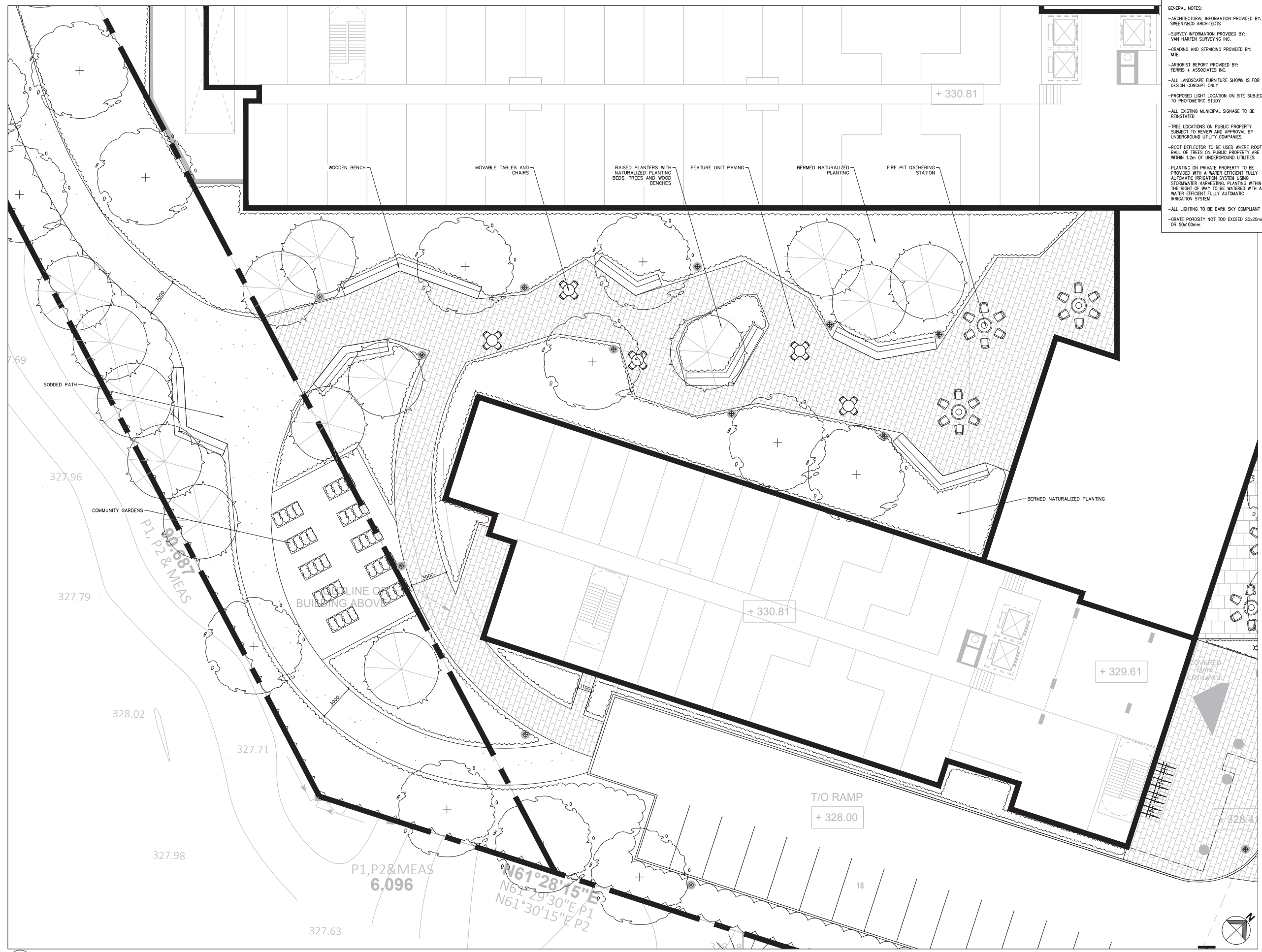
Location: 601 Scottsdale Drive Guelph, Ontario

Ferris + Associates Inc.
Landscape Architecture and Urban Design
11 Church Street
Toronto, Ontario
M5E 1W1
Telephone: 416 966 6800



Drawing Title: LANDSCAPE PLAN - GARDEN COURTYARD

Date: August 2023
Scale: As Shown
Drawn: JKB
Checked: PGR
Project No: 2719
Drawing No: RZL3



Zoning By-law (1995)-14864

The subject lands are zoned *Special Service Commercial (SC.1-40)* in Zoning By-law (1995)-14864. A Zoning By-law Amendment to the SC.1-40 zone is required to permit Phase 2 to proceed on the subject lands in the form of the following site-specific regulations:

- Permit a density of 300 units per hectare;
- Permit a minimum interior side yard of 13.8 metres;
- Permit a parking rate of 0.25 spaces per bedroom, inclusive of visitor parking.

Zoning By-law (2023)-20790 (New Zoning By-law)

The subject lands are zoned *Mixed Use Corridor (MUC-2(PA)(H12))* in the City of Guelph Zoning By-law (2023)-20790 (currently under appeal). The H12 holding provision requires confirmation of adequate services to service the proposed development, while PA refers to a parking adjustment to reduce parking within *Intensification Corridors* and *Mixed-use Nodes*. A Zoning By-law Amendment to the MUC-2(PA)(H12) zone is required to permit Phase 2 to proceed on the subject lands in the form of the following site-specific regulations:

- Remove the H12 holding provision from the subject lands;
- Permit a density of 300 units per hectare;
- Permit an increased angular plane of 58 degrees for the shared interior lot line that abuts lands zoned for Institutional uses;
- Permit a buffer strip of 1.5 metres along the north property line;
- Permit a parking rate of 0.25 spaces per bedroom, inclusive of visitor parking;
- Require 5 electric vehicle parking spaces (with Level 2 chargers);
- Require 20 designed electric vehicle parking spaces; and
- Require a minimum of 0.25 bicycle parking spaces per bedroom.

The following Section evaluates the proposed development within the Provincial and Municipal Planning framework, including justification for the above noted Special Policy Area (OPA) and site-specific regulations (ZBA).

4.0 PLANNING ANALYSIS

4.1 Planning Act

Section 2 of the *Planning Act* identifies matters of provincial interest that are to be considered with respect to planning applications. The following considers the matters of provincial interest with respect to the development of the lands (the combined Phase 1 and 2).

Matter of Provincial Interest (Section 2)	Application to Proposed Development
Subsection 2(o) the protection of ecological systems, including natural areas, features and functions	There are no natural features on the subject lands.
Subsection 2(b) the protection of the agricultural resources of the Province	The lands do not include agricultural resources.
Subsection 2(c) the conservation and management of natural resources and the mineral resource base	There are no natural or mineral resources on the subject lands.
Subsection 2(d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest	There are no features of significant architectural, cultural, historical, archaeological or scientific interest.
Subsection 2(e) The supply, efficient use and conservation of energy and water	The lands will utilize existing municipal infrastructure, including existing municipal water services. The buildings will be constructed in accordance with the Building Code, which includes requirements for energy efficiency. Other measures to improve energy efficiency will be considered through more detailed design.
Subsection 2(f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	The proposed development will utilize existing municipal services and an existing municipal road (Scottsdale Drive). Waste will be collected in accordance with City requirements and best practices.
Subsection 2(g) The minimization of waste	The portion of the lands planned for Phase 2 do not include any buildings that require

	demolition. The development of Phase 1 included the repurposing of an existing building.
Subsection 2(h) The orderly development of safe and healthy communities	The lands front on an existing road, with existing services, active transportation infrastructure and within walking distance of multiple transit routes. The proposed development represents an appropriate built form within the sites' context.
Subsection 2(h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies	Matters related to accessibility will be considered through the future site plan and building permit processes.
Subsection 2(i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	The lands are located in proximity to parks, a wide range of commercial services and transit routes. The development includes existing amenities in Phase 1 and new amenities within Phase 2 that will be shared by all future residents.
Subsection 2(j) The adequate provision of a full range of housing, including affordable housing	The provision of additional rental housing geared will contribute towards rental housing in the City, which will positively impact the supply of rental housing more broadly.
Subsection 2(k) The adequate provision of employment opportunities	The proposed development is residential and does not include employment uses. There are multiple employment uses in the immediately surrounding area.
Subsection 2(l) The protection of the financial and economic well-being of the Province and its municipalities	The development will utilize existing infrastructure and community services, avoiding the need for the expansion or creation of new services.
Subsection 2(m) The co-ordination of planning activities of public bodies	The application was circulated to public agencies for comment and their comments will be considered through the approval process.
Subsection 2(n) The resolution of planning conflicts involving public and private interests	The subject lands represent compatible residential development within a Strategic Growth Area.
Subsection 2(o) The protection of public health and safety	The subject lands are not subject to flooding and do not represent a threat to public health or safety.
Subsection 2(p)	The subject lands are located within the Built-Up Area and more specifically, within a

The appropriate location of growth and development	Strategic Growth Plan. Strategic Growth Areas are planned to accommodate a significant share of the City’s future growth.
Subsection 2(q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	The development supports public transit – the development includes pedestrian connections from both Phases to Scottsdale Drive, which provides access to multiple pedestrian destinations (e.g. Stone Road Mall) and transit routes.
Subsection 2(r) The promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant	The new buildings proposed for Phase 2 represent a high level of design, while the comprehensive planning for Phases 1 and 2 create a sense of place, with multiple shared indoor and outdoor amenities.
Subsection 2(s) The mitigation of greenhouse gas emissions and adaptation to a changing climate	The new buildings will be constructed in accordance with the energy efficiency requirements of the Building Code. Additional measures will be explored through more detailed design.

4.2 Provincial Policy Statement

The Provincial Policy Statement 2020 (“PPS”) came into effect on May 1, 2020 and provides a vision for land use planning in Ontario that encourages the efficient use of land, resources and public investment in infrastructure and public service facilities. A mix of land uses is encouraged to provide choice and diversity. A variety of modes of transportation are promoted to facilitate pedestrian movement and reduce reliance on the automobile. Public transit is encouraged as a means of creating more sustainable and healthy communities. Generally, the PPS encourages development that will provide long term prosperity, environmental health, and social well-being.

Section 1.0 – Building Strong and Healthy Communities

One of the key themes of the PPS is building strong, healthy communities and achieving efficient and resilient development patterns. Section 1.0 of the PPS addresses where development is directed, land use compatibility, employment, housing, public spaces (including parks), infrastructure, long-term economic prosperity, and climate change.

Section 1.1.1 of the PPS provides that healthy, liveable and safe communities are sustained by: promoting efficient development and land use patterns; accommodating an appropriate range and mix of uses and housing types; avoiding development which may cause environmental or public health and safety concerns; avoiding development and land use patterns that would prevent the efficient

expansion of settlement areas; and, promoting cost effective development patterns to minimize land consumption and servicing costs. Section 1.1.3 directs development to settlement areas to efficiently use land, resources, infrastructure, and public service facilities while supporting active and public transportation and minimizing impacts to climate change. A range of uses and densities is promoted, including through redevelopment and intensification. (Sections 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, and 1.1.3.5).

Section 1.4 of the PPS provides policy direction with respect to housing in Ontario. Section 1.4.3 of the PPS identifies that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area. Section 1.4.3(b) further states that planning authorities are to permit and facilitate all types of residential intensification and all housing options. Development of new housing is to be directed to locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs, densities for new housing which efficiently use land and support active transportation are to be promoted, and development standards for residential intensification are to minimize the cost of housing and promote compact form.

The subject lands are located within the *Built-up Area* of the City of Guelph, an urban settlement area, and more specifically within a *Strategic Growth Area*, where intensification is planned for and encouraged. The development broadens the supply of housing within the City, and more particularly addresses a need for housing for students. The subject lands are located adjacent to two existing roads, contain existing housing for student and are serviced with existing municipal services. The Phase 2 development will intensify an underutilized portion of the lands with additional student residential housing units in a compact form that makes efficient use of the lands and allows for the sharing of facilities and amenities on the site.

Section 1.6 of the PPS provides policy direction for infrastructure and establishes a servicing hierarchy where growth is to be accommodated with municipal sewage and water services within settlement areas, where available. Section 1.6.6.7 states that planning for stormwater management shall, among other matters, minimize erosion and changes in water balance; mitigate risks to human health, safety, property, and the environment; maximize the extent and function of vegetative and pervious surfaces; and promote stormwater management best practices.

Section 1.6.7.2 states that efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. In accordance with Section 1.6.7.4, a land use pattern, density and mix of uses should be promoted that minimizes the length and number of vehicular trips and supports the current and future use of transit and active transportation.

The subject lands are already serviced with municipal infrastructure and the existing services are planned to be used for Phase 2. Minor modifications are proposed to the accesses into the site, to minimize entrances/exits onto Scottsdale Drive, consistent with staff recommendations. Stormwater

will be managed internal to the site, without the need for external upgrades to existing municipal infrastructure.

Section 1.8, Energy Conservation, Air Quality and Climate Change, promotes energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and provides direction on how these measures can be achieved. Through Section 1.8.1, the PPS supports:

- Development in a compact form,
- The promotion of active transportation;
- Transit supportive development and intensification to shorten commute journeys; and
- Design and orientation that maximizes energy efficiency and conservation.

The combined Phase 1 and 2 development has been comprehensively planned to encouraged walking, cycling and public transit and consideration has been given to the movement of pedestrians and cyclists throughout the site, and to both Scottsdale Drive and Stone Road. Furthermore, the design of the building will consider orientation and other mechanical/electrical measures with the objective of maximizing energy efficiency.

Section 2.0 – Wise Use and Management of Resources

Another key direction of the PPS is the wise use and management of resources including natural heritage, water, agriculture, minerals and petroleum, mineral aggregate resources, and cultural heritage and archeology. In this regard, there are no natural heritage or cultural heritage features on or adjacent to the subject lands.

Section 3.0 – Protecting Public Health and Safety

The PPS directs development away from natural and human-made hazards to protect human health and safety. This includes directing development away from flood, erosion, and dynamic beach hazards as well as lands that are contaminated or affected by lands that have been previously used for resource extraction but have not yet been rehabilitated.

The subject lands can be developed without negatively impacting public health or safety. The subject lands are not subject to any natural hazards and a Record of Site Condition was previously filed for the subject lands.

Section 4.0 – Implementation and Interpretation

Section 4.1 states that the PPS applies to all decisions in respect of the exercise of any authority that affects a planning matter after May 1, 2020. In accordance with Section 4.6, the official plan is the most important vehicle for implementation of the PPS. In this regard, an evaluation of the City's Official Plan is considered in Section 4.3 of this Report.

In our opinion, the proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement 2020.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The 2020 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) came into effect on August 28, 2020. The Growth Plan establishes a vision for the Greater Golden Horseshoe based on the principles of: building compact, vibrant and complete communities; economic competitiveness; protecting natural heritage resources and employment areas; wise use of land and resources; optimizing infrastructure and transit and directing growth to and intensifying existing Built-up Areas. The *Planning Act* requires that decisions respecting planning matters conform to the Growth Plan.

Section 2.0 – Where and How to Grow

The Growth Plan establishes population and employment forecasts for member communities to 2051 and identifies *Built-up Areas / Greenfield Areas, Urban Growth Centres*, and priority transit corridors and requires the delineation of *Major Transit Station Areas*. A population target of 203,000 and an employment target of 116,000 has been identified for Guelph to 2051 (Schedule 3). The subject lands are located within the Built-Up Area and more specifically, within a Strategic Growth Area, which is planned to accommodate a greater share of the City’s future growth, consistent with Section 2.2.1.2.

Section 2.2.1.4 states that applying the policies of the Growth Plan will support the achievement of complete communities. Complete communities feature a diverse mix of uses, including residential and employment, and convenient access to local stores, services and public service facilities. The proposed development will assist in contributing towards a complete community by providing housing choice in an area that has employment uses, institutional uses, public parks, as well as the City’s regional serving commercial development (Stone Road Mall) within walking distance.

Section 2.2.2 states that, by the time the next municipal comprehensive review is approved and in effect, the City of Guelph will be subject to a minimum intensification target of 50% for lands within the delineated built-up area. The subject lands are located within the delineated built-up area, and the intensification of the lands with additional residential units on an underutilized portion of the subject lands will assist the City in achieving the Growth Plan targets.

Section 2.2.6 provides policy direction to support housing choice including the provision of additional residential units and affordable housing to meet projected needs of current and future residents. The intensification of the subject lands with new residential units/suites for students will provide additional choice and housing supply for students, to assist in meeting the broader demand for housing, all within an area that is well served by transit and other key amenities that will support the future residents.

Section 3.0 – Infrastructure to Support Growth

The Growth Plan promotes integrated infrastructure, land use planning, and infrastructure investment (Section 3.2.1.1), with public transit the first priority for transportation infrastructure and planning (Section 3.2.3.1).

The subject lands are well served by existing active transportation infrastructure and public transit services. The subject lands are already serviced with municipal water, sanitary and stormwater infrastructure and the intensification of the lands will more efficiently use these existing services, without the need for expansion.

Section 4.0 – Protecting What is Valuable

The Growth Plan requires the protection of natural heritage features, prime agricultural land, and areas and cultural heritage resources and directs development away from such areas in accordance with Sections 4.2.2.3(a), 4.2.6.2, and 4.2.7.

The subject lands do not include and are not adjacent to natural heritage features, are not located on prime agricultural lands and do not contain cultural heritage resources.

In our opinion, the proposed Official Plan and Zoning By-law Amendments conform to the 2020 Growth Plan for the Greater Golden Horseshoe.

4.4 City of Guelph Official Plan

The City of Guelph Official Plan (“Official Plan”) guides land use in the City and implements the Provincial Policy Statement and Growth Plan. The Official Plan was adopted by Council on November 1, 1994 and approved by the Minister of Municipal Affairs on December 20, 1995. It has since been comprehensively amended, most recently through Official Plan Amendment 80, which was adopted by Council on July 11, 2022 and approved by the Minister of Municipal Affairs and Housing on April 11, 2023. OPA 80 updates the growth strategy to align with the targets of the Growth Plan to 2051.

The subject lands are designated “*Mixed-Use Corridor 1*” and are located within a “*Strategic Growth Area*” (please see **Figure 7**), as identified in the Official Plan. *Strategic Growth Areas* are planned to achieve mixed-use developments at an increased density that supports transit. More specifically, lands located within a *Strategic Growth Area* that are also designated *Mixed-Use Corridor 1* are permitted a maximum height of 14 storeys and a maximum density of 250 units/ha.

Section 4.0 – Protecting What is Valuable

Section 4 of the Official Plan provides policy direction regarding the protection of the natural heritage system, water resources, public health and safety, community energy planning, and cultural heritage resources. The subject lands do not contain and are not adjacent to any natural heritage features or natural hazards.

The subject lands are within *Wellhead Protection Area C*, wherein Section 4.2.4.4 states that the City may require a Hydrogeological Study to assess and mitigate the potential impact of a development application on wellhead protection areas. A Hydrogeological Study was completed in support of the Official Plan and Zoning By-law Amendment application, which satisfies the applicable policies and concludes the development can proceed without impacting underground water systems.

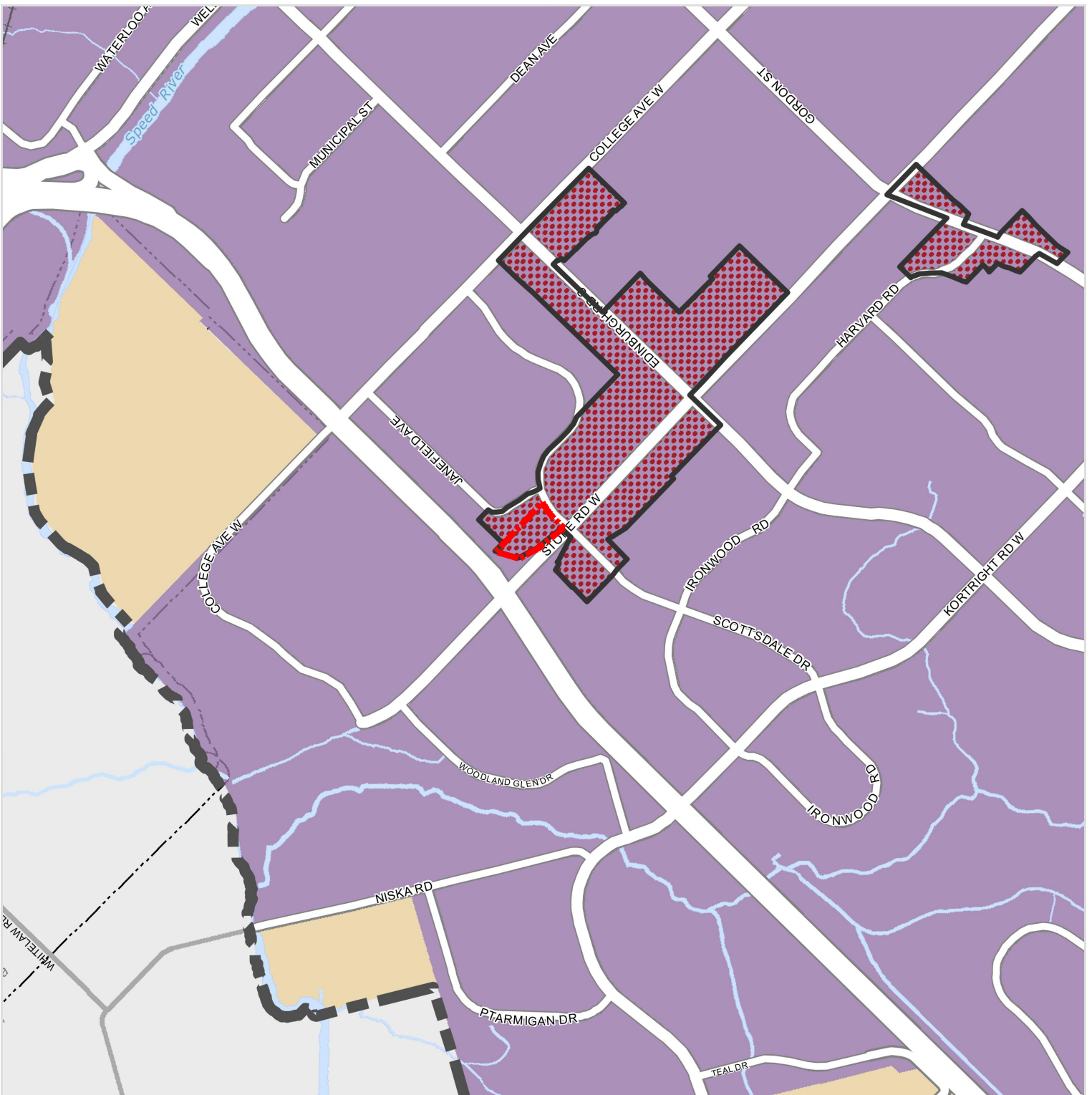


Figure No. 7
**Shaping Guelph:
 Official Plan
 Amendment 80
 Schedule 1a: Urban
 Structure**

LEGEND

Subject Lands

Growth Plan Elements

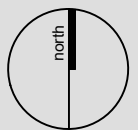
- Major Transit Station
- Major Transit Station Area
- Strategic Growth Areas
- Urban Growth Centre
(Downtown Guelph)
- Built-Up Area
- Greenfield Area
- Settlement Area Boundary /
Corporate Boundary

DATE: August 2023

SCALE: 1: 20,000

FILE: 1056G

DRAWN: LC



K:1056G - SCOTTSDALE DR. GUELPH PHASE 2/RPT/OP_SCHD1A.DWG

601 Scottsdale Drive
 City of Guelph

Shaping Guelph: Official Plan Amendment 80 - July 11, 2022

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Section 4.4.5.3 states that the City may require a Phase I or Phase II Environmental Site Assessment to determine if the property subject to a development application is contaminated from previous or adjacent land uses. As noted earlier, a Record of Site Condition was previously filed for the subject lands, which permits residential development.

Section 5.0 – Movement of People and Goods

The Official Plan includes policies to promote public transit and increase the proportion of non-auto oriented trips within the City. To do so, Transportation Demand Management and a more compact urban form that promotes active transportation are encouraged. Scottsdale Drive is identified as a *Collector Road* and Stone Road is identified as an *Arterial Road* on Schedule 5 to the Official Plan (please see **Figure 8**).

As discussed earlier, the subject lands have been comprehensively planned to coordinate the movement of pedestrians, cyclists and vehicles into, through and around the site, with emphasis on the movement of pedestrians to nearby transit and commercial amenities.

The Official Plan contemplates reduced parking for sites along *Intensification Corridors* (5.11.6). The proposed parking supply is addressed in Sections 4.4 and 4.5 of this Report and within the Transportation Impact and Parking Study prepared by Paradigm Transportation Solutions (dated September 2023).

Section 6.0 – Municipal Services Infrastructure

The Official Plan requires that new development occur on full municipal services. In accordance with Section 6.4.3, development requires a detailed Stormwater Management and Engineering Report that addresses matters including the design of the stormwater management facility, impacts on quality and quantity of groundwater, and demonstrate that post-development stormwater flows will match pre-development stormwater flows, while also encouraging Low Impact Development.

A Stormwater Management and Functional Servicing Report was prepared by MTE (dated September 22, 2023) that demonstrates that the proposed development will occur on full municipal services and that it can be accommodated with existing municipal infrastructure and through appropriate on-site stormwater management.

Section 8.0 – Urban Design

Section 8 of the City of Guelph Official Plan contains policy direction regarding urban design, including specific built form direction for different building scales. These policies are addressed in detail in the accompanying Urban Design Brief.

Section 9.0 – Land Use

As noted earlier, the subject lands are designated *Mixed-Use Corridor 1* (**Figure 9**) which permits medium and high-density residential buildings, hotels, institutional uses, and cultural and education uses, among others. In accordance with Subsection 9.4.4.12, lands that are located within both a *Mixed-*

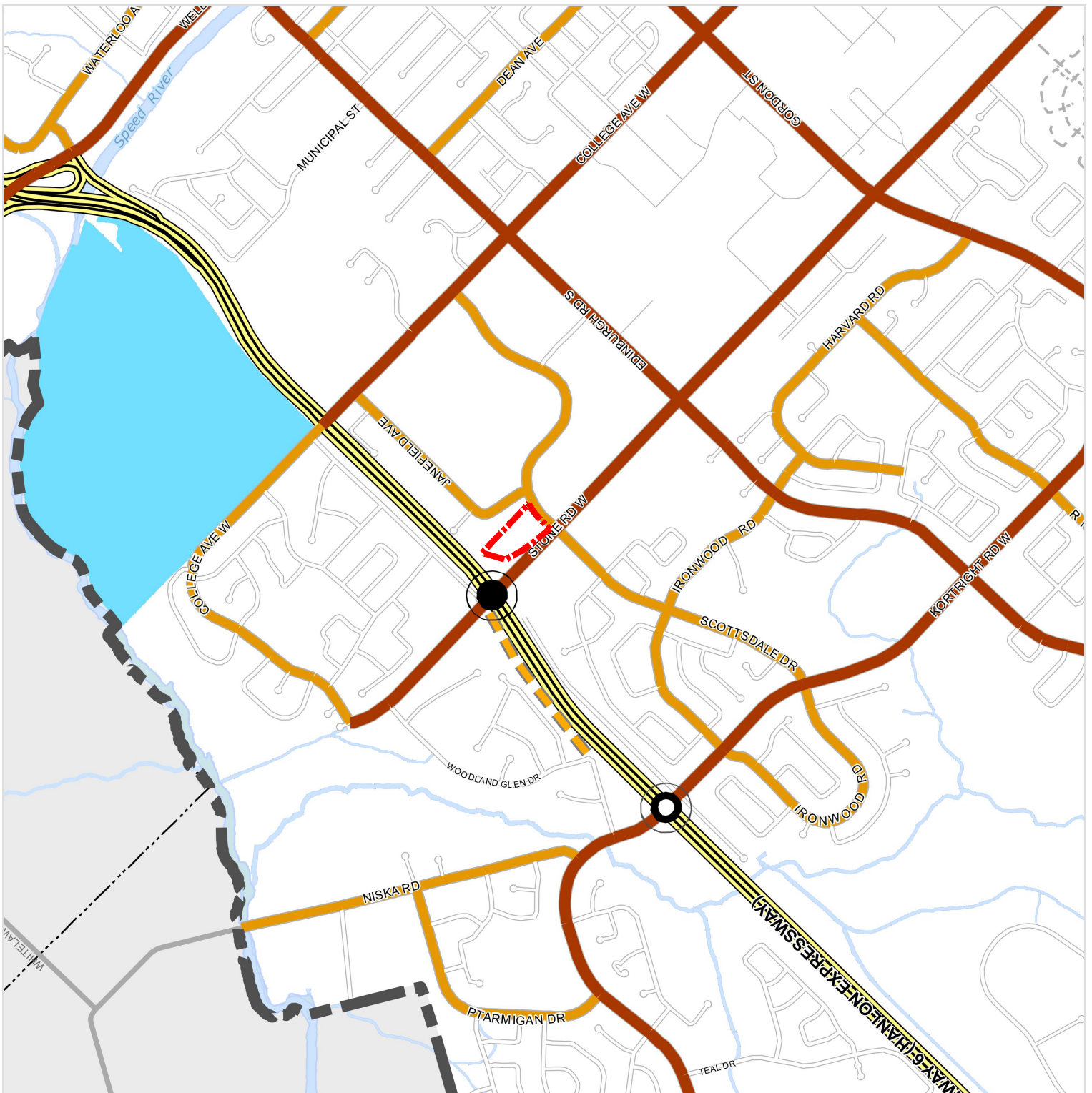

















Figure No. 8
**Shaping Guelph:
 Official Plan
 Amendment 80
 Schedule 5: Road &
 Rail Network**

601 Scottsdale Drive
 City of Guelph

LEGEND

-  Subject Lands
- Existing Roads**
 -  Provincial Highway
 -  Arterial
 -  Collector
 -  Local
 -  Private
 -  University
- Proposed Roads**
 -  Proposed Provincial Highway
 -  Proposed Arterial Roads
 -  Proposed Collector Roads
- Infrastructure Improvements**
 -  Potential Passenger Rail
 -  Railway Grade Separation
 -  Full Interchange
 -  Partial Interchange
 -  Proposed Road Closure

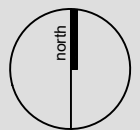
Shaping Guelph: Official Plan Amendment 80 - July 11, 2022

DATE: August 2023

SCALE: 1: 20,000

FILE: 1056G

DRAWN: LC



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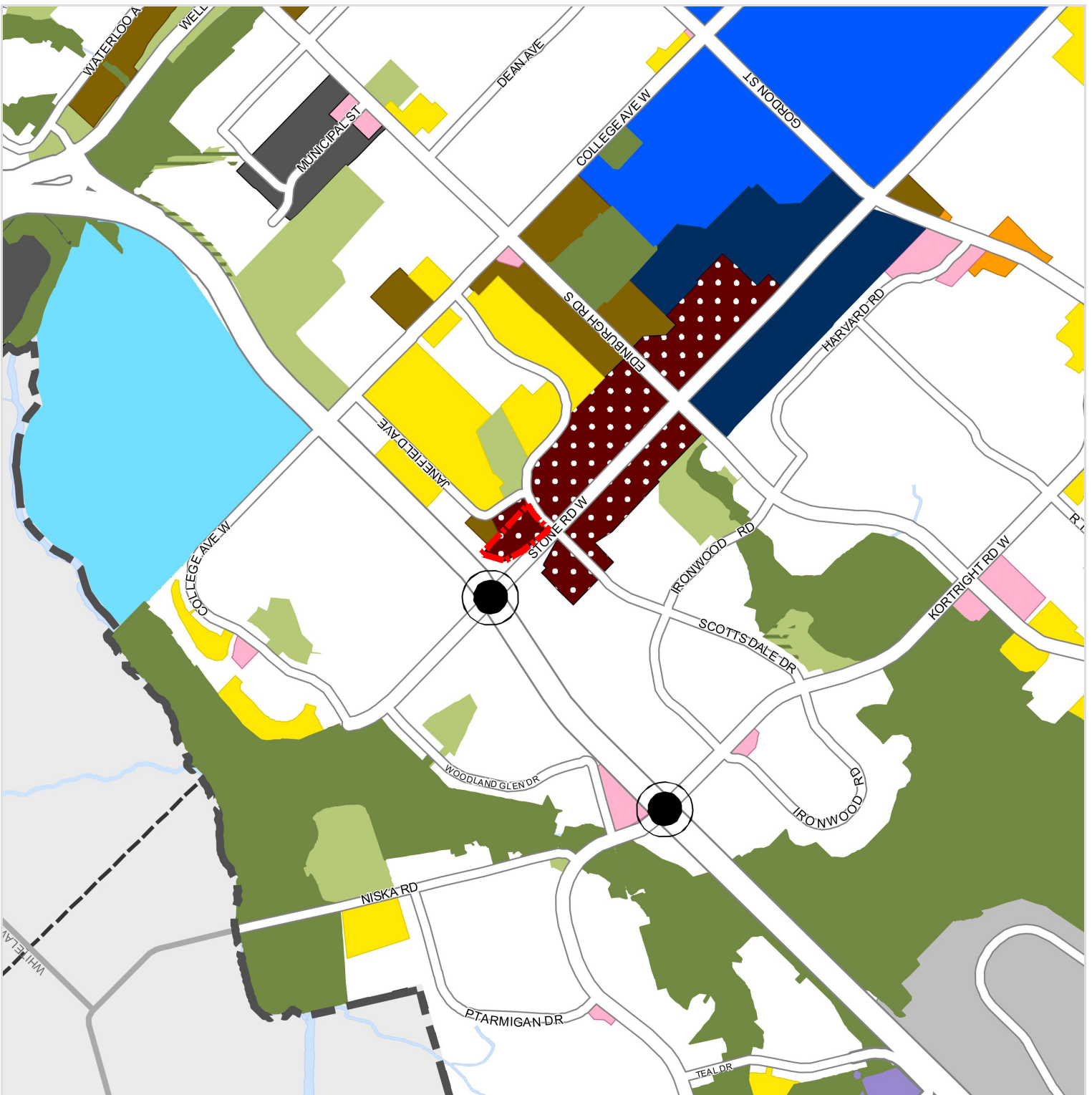




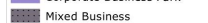


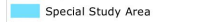
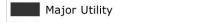
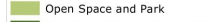
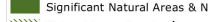

Figure No. 9
**Shaping Guelph:
 Official Plan
 Amendment 80
 Schedule 2: Land
 Use Plan**

LEGEND

 Subject Lands

Land Use Designations

-  Rolling Hills Estate Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Commercial Mixed-Use Centre
-  Mixed-Use Corridor 1
-  Mixed-Use Corridor 2
-  Service Commercial
-  Neighbourhood Commercial Centre
-  Mixed Office / Commercial
-  Industrial

-  Corporate Business Park
-  Mixed Business
-  Institutional / Research Park
-  Major Institutional
-  Special Study Area
-  Major Utility
-  Open Space and Park
-  Significant Natural Areas & Natural Areas*
-  Natural Areas Overlay*

Secondary Plans

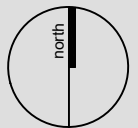
-  Approved Secondary Plans

DATE: August 2023

SCALE: 1: 20,000

FILE: 1056G

DRAWN: LC



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Use Corridor and a *Strategic Growth Area* are permitted a maximum height of 14 storeys and a maximum density of 250 units per hectare.

Section 9.3.1.1 of the Official Plan provides development criteria for multi-unit residential buildings and intensification proposals. The proposed development has been assessed against these policies (Subsections (1) through (11), as detailed in the table below:

Policy	Response
<p>(1) Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.</p>	<p>The proposed residential use is compatible with the surrounding uses, which include a broad mix of commercial uses, residential uses and institutional uses.</p> <p>The lands abut streets on three sides, with a single shared property line that interfaces with adjacent development. In this regard, consideration has been given to the location of the new 7 storey buildings along the north side of the subject lands. Lands to the north are developed with and/or planned for an existing spiritual (institutional) use and an approved residential development, with heights of 8-10 storeys.</p> <p>The proposed building is set back +/- 13.5 metres from the north property line providing an appropriate separation from the spiritual use to the north on Torch Lane.</p> <p>Additionally, the approved heights for the development of the lands on Janefield Avenue are greater than the proposed height for Phase 2, making the proposed development contextually appropriate in the immediate vicinity.</p>
<p>(2) Proposals for residential lot infill will be compatible with the general frontage of lots in the immediate vicinity.</p>	<p>The lands have substantial frontage on Scottsdale Drive and no changes to the frontage are proposed.</p>

Policy	Response
(3) The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.	The subject lands are located in an area with a broad range of commercial uses servicing day-to-day and week-to-week needs, including the Regional serving Stone Road Mall. As discussed earlier, parks and active transportation networks are located in proximity, while public transit is readily available with multiple routes within walking distance.
(4) Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections.	The Transportation Impact Study prepared by Paradigm Transportation Solutions assessed the development in the context of the surrounding road network and concluded the existing roads and intersections can accommodate the planned development.
(5) Vehicular access, parking and circulation can be adequately provided and impacts mitigated.	As discussed earlier, vehicular accesses to the site from Scottsdale Drive are being consolidated into a single access on the north portion of the site, to align with the entrance to Stone Road Mall, consistent with staff requirements. Circulation within the site has been designed and assessed, to ensure that large vehicles, including emergency vehicles and garbage trucks can safely move around the site and access the buildings in Phase 1 and 2.
(6) That adequate municipal infrastructure, services and amenity areas for residents can be provided.	MTE prepared a Functional Servicing and Stormwater Management Report assessed the development and the existing municipal infrastructure and concluded that no off-site improvements are required to accommodate the development.
(7) Surface parking and driveways shall be minimized.	The proposed development will efficiently use portions of the site that currently contain surface parking, with buildings, amenities and landscaping replacing these areas. The majority of new parking spaces proposed for Phase 2 are

Policy	Response
	<p>located within a structure, to minimize the introduction of new surface parking spaces.</p> <p>As discussed earlier, the existing two driveways into the site from Scottsdale Drive will be consolidated into a single access, in the City’s preferred location.</p>
<p>(8) Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.</p>	<p>No new public streets are proposed. However, pedestrian movement around and throughout the site has been considered with an emphasis on providing connections to Scottsdale Drive and the multi-use pathway within the road allowance.</p>
<p>(9) Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.</p>	<p>There are no anticipated impacts with regard to grading and drainage. Fencing and landscaping will be utilized to minimize visual impacts of the garbage loading areas.</p> <p>A Shadow Impact Analysis was completed, which determined that there will be limited impacts on adjacent properties.</p> <p>A Pedestrian Level Wind Study was also prepared in support of the development. The Study concludes that the grade level areas are predicted to have acceptable wind levels for pedestrian use throughout the year and that mitigation can be employed depending on programming. Mitigation measures can be considered through the site plan approval process.</p>

Policy	Response
<p>(10) The development addresses public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System, where applicable.</p>	<p>The subject lands are a large lot, with the frontage along Stone Road physically separated from the sidewalk by lands owned by MTO.</p> <p>The development of Phase 2 has emphasized public safety within the site, with the focus on active areas around the building and clear pedestrian routes throughout the site to encourage movement between Phases 1 and 2 and out to Scottsdale Drive.</p>
<p>(11) The conservation and integration of cultural heritage resources, including identified key public views can be achieved subject to the provisions of the Cultural Heritage Resources Section of this Plan.</p>	<p>An Archaeological Assessment was not identified as a submission requirement.</p>

The proposed land use is permitted in the *Mixed-Use Corridor 1* designation and is already established on the site. An Official Plan Amendment is proposed to establish a site-specific policy to permit an increase in density to 300 units per hectare to permit a minor increase in the overall project’s density.

4.5 Proposed Official Plan Amendment

As discussed earlier, the Official Plan permits a maximum height of 14 storeys and a maximum density of 250 units per hectare on the subject lands. The Official Plan does not distinguish between the size of the units – i.e. there are no limits on larger 2 or 3 bedroom units.

The subject lands contain 164 existing units, which provide housing for students in different suite styles, generally with one or two bedrooms. The proposed Phase 2 development will add 489 units/suites, resulting in a total of 653 units/suites on the site. The new units in Phase 2 consist of 392 studio units and 98 two-bedroom units. Combined with Phase 1, the site is proposed to include:

- 542 studio units; and
- 111 two-bedroom units.

The resulting overall density for the subject lands is 294 units per hectare, which exceeds the maximum permitted in the Official Plan. An Official Plan Amendment is proposed that would increase the maximum permitted density from 250 units per hectare to 300 units per hectare.

As noted earlier, the Official Plan does not distinguish between the size or type of units and at a density of 250 units per hectare, permits up to 556 units on the subject lands. The proposed development

includes housing geared to students, which are generally smaller in nature, fully furnished and which represent a less intense form of housing when compared with an apartment building that contains larger 2 and 3 bedroom units (which in turn could have more people living in them). Notwithstanding this distinction, housing is in high demand within the City and there is a demonstrated need to provide more housing in Ontario. Housing for students is an underserved component on the housing spectrum.

The minor increase in density facilitates the development of an additional 98 residential units for students. The additional density will help alleviate the significant shortage of housing geared towards students, which has put pressure on adjacent neighbourhoods that were not planned to be occupied by students. Increasing the supply of student housing will inherently increase housing supply in the City by freeing up housing supply in neighbourhoods near the University for non-students.

As discussed earlier, the lands are located within the *Stone Road Strategic Growth Area*, which is one of the key areas within the City planned for intensification. The supporting technical studies have demonstrated that the minor increase in density can be accommodated without impacting municipal infrastructure, including Scottsdale Drive or Stone Road. Finally, the design of the site has considered the site context and the proposed mid-rise buildings are compatible with the adjacent institutional and multi-unit residential land uses.

In conclusion, the Official Plan Amendment conforms with the general intent of the Official Plan and represents good planning as:

- The increase in density is minimized as the majority of “units” will be small one bedroom suites planned for individuals, which has a lower intensity (persons per unit) than a typical “dwelling unit”;
- The increase in density will provide additional rental units geared to students, alleviating pressure on the rental market at large, and particularly within neighbourhoods close to the University;
- The proposed development represents the intensification of underutilized lands within a *Strategic Growth Area*, a key area planned for growth within the City;
- Residential use in the form of multiple unit residential buildings is permitted within the *Mixed-Use Corridor 1* designation;
- The proposed mid-rise development is within the maximum permitted height of 14 storeys;
- The built form is compatible with and considers the surrounding land uses;
- The proposed development supports active and public transportation and proposes the incorporation of Transportation Demand Management;
- Stormwater will be appropriately managed;
- Adequate municipal services are available to service the proposed development; and,

- Appropriate technical studies have confirmed the subject lands' suitability for the proposed development.

4.6 City of Guelph Zoning By-law

The City of Guelph approved a new Comprehensive Zoning By-law (2023-20790), which repealed and replaced By-law 1995-14864. Although By-law 2023-20790 has been appealed and is not yet in force and effect, this Report evaluates both By-laws and provides justification for site specific regulations for each, as applicable.

Zoning By-law (1995)-14864

The subject lands are zoned *Special Service Commercial (SC.1-40)* in Zoning By-law (1995)-14864 (the "1995 Zoning By-law") (**Figure 10**). A previous Zoning By-law Amendment approved by Council in 2022 (OZS21-012) amended the site-specific zone *SC.1-40* to permit 'Apartment Buildings' and 'Residential Suites' on the subject lands, with 'Residential Suites' being defined as "... a building containing 5 or more suites that are used to provide living accommodation where access to each suite is obtained through a common entrance or entrances from the street level and subsequently through a common hall or halls. Each suite shall contain bathroom facilities but does not have exclusive use of a kitchen." This definition captured housing geared to students, which was proposed for Phase 1. Since the By-law was approved, Phase 1 of the development has been completed and the existing building on the site is fully occupied.

In addition to the site-specific regulations regarding 'residential suites', the lands are subject to the following site-specific provisions:

- a maximum density of 150 units per hectare (the maximum density in the Official Plan at that time),
- a parking rate of 1 space per unit + 0.1 visitor spaces per unit, and
- a minimum common amenity area of 1,300 square metres.

Zoning By-law 2023-20790

The subject lands are zoned *Mixed Use Corridor (MUC-2(PA)(H12))* in Zoning By-law (2023)-20790 (see **Figure 11**). The MUC-2 zone carries forward some of the site-specific provisions in By-law (1995-14864), including the maximum density of 150 units per hectare.

The H12 holding provision, which is applied broadly to many properties in the area, requires confirmation of adequate municipal services to support the proposed development. The 'PA' refers to a parking adjustment to reduce parking within *Intensification Corridors* and *Mixed-use Nodes*.

The 2023 Zoning By-law does not implement OPA 80, including policies for height and density. Furthermore, the required parking in the 2023 Zoning By-law was increased as compared to the approved site-specific rate approved by Council in 2022 for the subject lands.



Figure No. 10
City of Guelph
Zoning By-law
(1995)-14864
Schedule A

LEGEND



Subject Lands

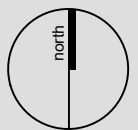
- CC Community Shopping Centre Zone
- I.1 Institutional Zone
- NC Neighbourhood Shopping Centre Zone
- P.2 Neighbourhood Park Zone
- P.3 Community Park Zone
- R.1 Residential Single Detached R.1A Zone
- R.3 Residential Townhouse Zone
- R.4 Residential Apartment Zone
- RC Regional Shopping Centre Zone
- SC Service Commercial Zone
- UR Urban Reserve Zone

DATE: September 2023

SCALE: 1:5,000

FILE: 1056G

DRAWN: LC



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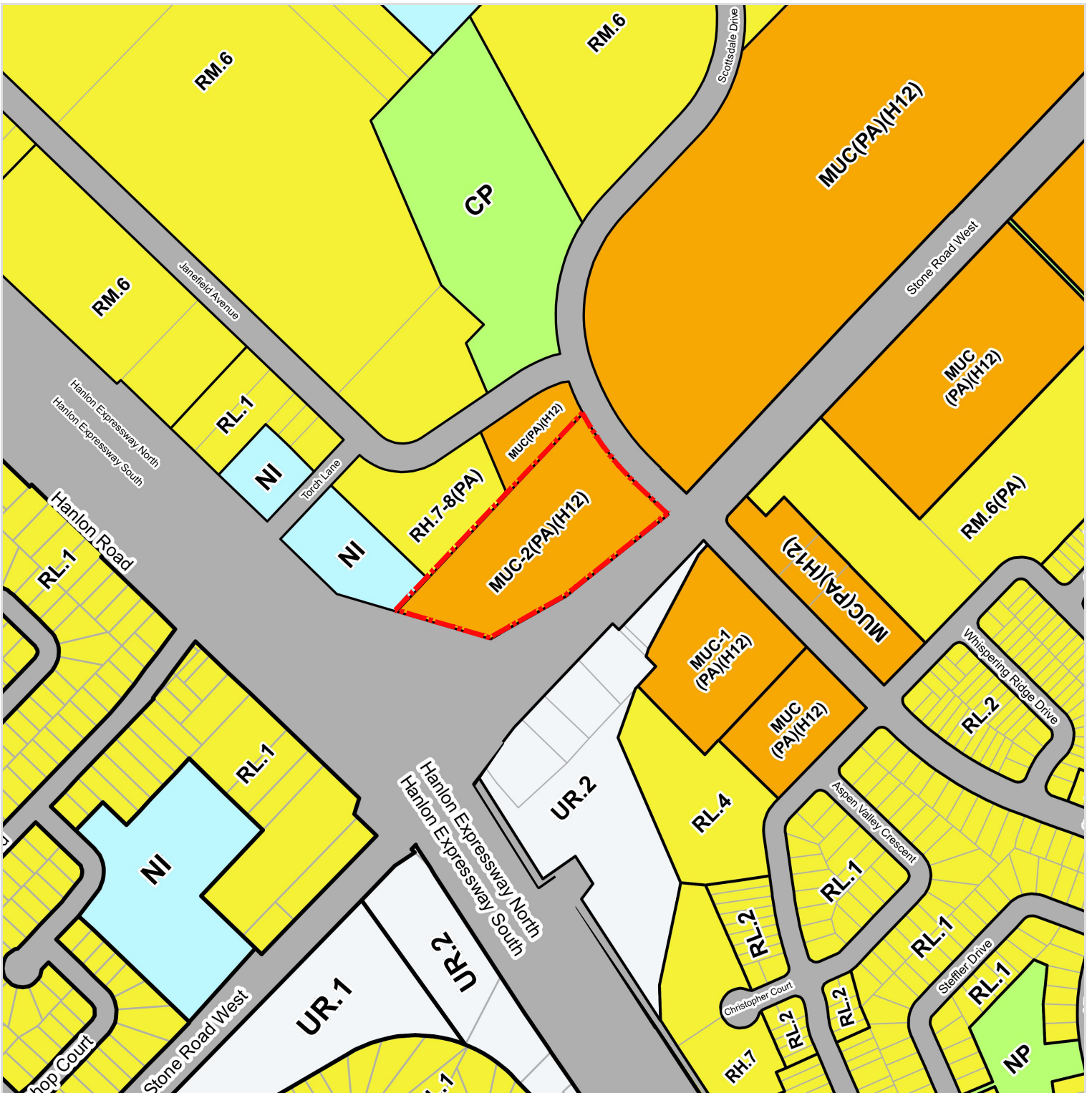


Figure No. 11
**City of Guelph
 Zoning By-law
 (2023)-20790
 Schedule A**

LEGEND

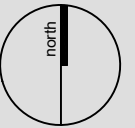
- Subject Lands
- CP Community Park Zone
- MUC Mixed-Use Corridor Zone
- NI Neighbourhood Institutional Zone
- NP Neighbourhood Park Zone
- RH.7 High Density Residential 7 Zone
- RL.1 Low Density Residential 1 Zone
- RL.2 Low Density Residential 2 Zone
- RL.4 Low Density Residential 4 Zone
- RM.6 Medium Density Residential 6 Zone
- UR.1 Urban Reserve 1 Zone
- UR.2 Urban Reserve 2 Zone

DATE: August 2023

SCALE: 1: 5,000

FILE: 1056G

DRAWN: LC



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601 Scottsdale Drive
 City of Guelph

City of Guelph Zoning Bylaw (2023)-20790 - April 18, 2023

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The following table evaluates the proposed development (the combined Phase 1 and 2) with the Zoning regulations for both the 1995 and 2023 Zoning By-laws. Where an amendment to the By-law is required, the regulation has been bolded.

Provision	SC.1-40 Zone (1995-14864)	MUC-2(PA) Zone	Proposed	Compliance
Permitted Uses	'Apartment Building' 'Residential Suites'	'Apartment Building' 'Residential Suites'	'Apartment Building' 'Residential Suites'	✓
Minimum Lot Area	N/A	7,500 m ²	2.2 ha	✓
Minimum Lot Frontage	30 m	50 m	122 m	✓
Maximum Density	150 UPH	150 UPH	300 UPH	Amendment Required – both by-laws
Front Yard	6 m	3 – 13 m	24 m	✓
Minimum Interior Side Yard	6 m or ½ building height, whichever is greater = 14.5 m	3 m	13.8 m	Amendment Required – 1995 By-law
Minimum Exterior Side Yard	6 m	3 – 13 m	16.27 m	✓
Minimum Rear Yard	½ building height but not less than 6 m = 14.5 m	7.5 m	N/A, lot has three street frontages and an interior side yard. Setback to	Not applicable – the subject lands do not have a rear yard

Provision	SC.1-40 Zone (1995-14864)	MUC-2(PA) Zone	Proposed	Compliance
			Highway 6 is 15.4 m	
Maximum Building Height	8 storeys	8 storeys	7 storeys 29 metres	✓
Minimum First Storey Height	N/A	4.5 m	6.5 m	✓
First Storey Transparency	N/A	40% of the surface area of the first storey of a building up to 4.5 m from the ground when the building is within 15 m of an arterial or collector road	Not applicable. Building is not located within 15 m of an arterial road	N/A
Angular Plane	N/A	45 degrees from interior and rear lot lines when adjacent to an institutional or medium density zone, measured 10.5 m above the average elevation of the grade at the required setback from the property line	58 degrees	Amendment Required – 2023 By-law

Provision	SC.1-40 Zone (1995-14864)	MUC-2(PA) Zone	Proposed	Compliance
Maximum Building Length	N/A	75 m for buildings within 15 m of a street	Not applicable, building is not located within 15 m of a street	N/A
Minimum Distance Between Buildings	N/A	½ building height to a maximum of 15 m and a minimum of 5 m	15.3 m	✓
Minimum Common Amenity Area	1,300 m ²	1,300 m ²	Greater than 1,300 m ²	✓
Minimum Common Amenity Area Location	N/A	Aggregated into areas not less than 50 m ² with length not exceeding 4x the width	Greater than 1,300 m ²	✓
Minimum Landscaped Open Space	10% of lot area	20% of lot area	Lot Area: 22,226 m ² Landscape Open Space: 6,900 m ² Percent: 31%	✓
Parking	1 / unit + 0.1 / unit visitor = 653 x 1.1 = 720 parking stalls	Apartment Building First 20 units = 1.5 spaces / unit 21+ units: 1.25 spaces / unit	0.29 spaces per unit = 191	Amendment Required – both By-laws

Provision	SC.1-40 Zone (1995-14864)	MUC-2(PA) Zone	Proposed	Compliance
		20% for visitors = 20 x 1.5 + 634 x 1.25 = 823 parking stalls		
Accessible Parking	2	1 + 3% of total spaces, equal number of Type A and Type B = 1 + (197*0.03) = 7 spaces	7 spaces	✓
Parking Space Size	2.75 m x 5.5 m*	2.75 m x 5.5 m (standard) 3.4 m x 5.5 m (Type A accessible) 2.4 x 5.5 m (Type B accessible)	2.75 m x 5.5 m (standard) 3.4 m x 5.5 m (Type A accessible) 2.4 x 5.5 m (Type B accessible)	✓
Parking Aisle Width	N/A	The minimum width of a parking aisle providing two way access shall be 6.5 metres	6.5 m single- loaded aisle 7.0 m double- loaded aisle	✓
Electric Vehicle Parking	N/A	20% of required parking to have electric vehicle charging	5 supplied, 20 designed	Amendment Required – 2023 By-law

Provision	SC.1-40 Zone (1995-14864)	MUC-2(PA) Zone	Proposed	Compliance
		stations, with 80% designed to accommodate EV parking in the future = 197*.2 = 40 required to have minimum Level 2 chargers		
Bicycle Parking	N/A	.1 per unit (short term) =653*.1 = 66 1 per unit (long term) = 653	0.29 per unit = 191	Amendment Required – 2023 By-law
Buffer Strip	1.5 m	A 3 m buffer strip is required adjacent to interior side and rear lot lines 3 m buffer strip is required around the perimeter of	South: 3 m North: 1.5 m to match existing	Amendment Required – 2023 By-law

Provision	SC.1-40 Zone (1995-14864)	MUC-2(PA) Zone	Proposed	Compliance
		surface parking lots		
Active Entrance	N/A	1 active entrance for every 30 m of street line when the building is within 15 m of an arterial or collector road	Not applicable, building is not located within 15 m of a street	N/A

To summarize, the following amendments to the 1995 Zoning By-law are required to permit the combined development (Phases 1 and 2):

- Increase the maximum permitted density from 150 to 300 units per hectare;
- Reduce the minimum required interior side yard from 14.5 to 13.8 metres; and,
- Permit a reduction in the minimum required parking from 1.1 spaces per unit to 0.25 spaces per bedroom, inclusive of visitor parking.

And also to summarize, the following amendments to the 2023 Zoning By-law are required to permit the combined development (Phases 1 and 2):

- Remove the H12 holding provision from the subject lands;
- Increase the maximum permitted density from 150 to 300 units per hectare;
- Permit an increased angular plane from 45 to 58 degrees for a small portion of the lands that abut the institutional use along the northerly lot line;
- Permit a reduction in the minimum required landscaped buffer strip from 3.0 to 1.5 metres along the north property line (to match existing);
- Permit a reduction in the minimum required parking from 1.1 spaces per unit to 0.25 spaces per bedroom, inclusive of visitor parking;
- Permit a reduction in electric vehicle parking spaces to 5 spaces;
- Permit a reduction in designed electric vehicle parking spaces to 20 spaces; and,

- Permit a reduced bicycle parking rate of 0.25 spaces per bedroom.

While it is noted that the 2023 Zoning By-law is under appeal and not in force at the time of the preparation of this Report, the following provides a rationale for the requested site-specific provisions for the 1995 Zoning By-law, 2023 Zoning By-law, or where applicable, both.

Density (both Zoning By-laws)

Consideration and justification for the minor increase in density was discussed earlier in this Report. We also note that the 2023 Zoning By-law, although approved after OPA 80 was adopted by Council, it does not implement many of the policies, including maximum height and density.

Interior Side Yard (1995 Zoning By-law only)

The interior side yard provision requires a setback equal to half the building height, which in this case is 14.5 metres due to the building height of 29 metres (based on average grade). The provided interior side yard setback is 13.8 metres, requiring a minor reduction of 0.7 metres. The minor reduction in the setback will have a negligible impact on the two adjacent properties. Landscaping is proposed along the shared property line, and the existing and proposed buildings on the adjacent lands are situated a significant distance from the shared property line, creating ample physical separation.

Angular Plane (2023 Zoning By-law)

The MUC zone requires an angular plane of 45 degrees where the lands are adjacent to an Institutional Zone. As a portion of the subject lands abut the Prior Park Baptist Church, this regulation applies where the two lots abut one another. From the mutual property line with the church the angular plane is 58 degrees measured from 10.5 metres above the average elevation of the grade at the required setback from the property line.

The mutual property line with the church is at the lowest elevation on the subject lands, and the measurement for the 10.5 metres above was taken over the mutual property line (i.e., not over the entire northern property line). As such the angular plane calculation appears to be numerically large, however the proposed 7-storey building is unlikely to have a significant visual impact on the church.

The area of the church that abuts the subject lands is landscaped with the inclusion of community gardens. These gardens will be free of shadows from the proposed development after 9 a.m. during spring and summer days, preserving the growing season, and the church building, which is located much further to the north, will not be impacted by shadows at any time or season.

As a result, in our opinion, the site-specific angular plane will not impact the continued use of the lands for spiritual uses.

Landscape Buffer Strip (2023 Zoning By-law)

The MUC zone requires a 3 metre wide buffer strip adjacent to interior side and rear lot lines. In this case, the 3 metre strip is required along the northerly lot line. As discussed earlier, the easterly portion

of the subject lands is already developed, and the surface parking located on site has existed for many years, formerly as part of the hotel development. This portion of the site is only planned for minor adjustments as part of the Phase 2 development – the existing surface parking along the northerly lot line will largely remain. The existing buffer strip between the surface parking and northerly lot line is approximately 1.4-1.5 metres in width.

The width of this buffer strip is intended to be extended westerly as part of Phase 2 for consistency and to allow for the retention of the surface parking along the north side of the site. The width of the buffer does vary, and in some areas of the new development, it is wider, allowing for the potential of additional landscaping, including trees. Notwithstanding the reduction, landscaping will still be accommodated within the buffer, and fencing can also be considered to minimize any visual impacts of cars using the driveway or parking in the surface parking spaces.

The requested reduction from 3.0 m to 1.4 m largely reflects the existing condition and with appropriate consideration of more detailed landscaping through the future site plan application, impacts on adjacent properties, if any, can be mitigated.

Parking (both Zoning By-laws)

Parking is proposed to be provided at a rate of 0.29 spaces per unit, equating to 191 spaces. In support of the proposed reduction in the minimum supply of parking, Paradigm Transportation Solutions prepared a Parking Study. The Study concluded that:

- The Zoning By-Law (1995) requires that lodging houses (which are more similar to off-campus student housing than a traditional apartment dwelling unit) provide a total parking supply equivalent to one third of the total unit count, which for the subject lands would result in 219 required parking spaces for the entire development;
- The City of Waterloo, which contains both the University of Waterloo and Wilfrid Laurier University, requires parking within the neighbourhood closest to both universities (the 'Northdale' neighbourhood) at a rate of 0.25 spaces per bedroom, including visitor parking;
- The results of the survey of the existing fully occupied Phase 1 building indicates a parking demand of 0.18 spaces per unit/suite;
- The estimated demand for parking for the combined development is between 118 spaces and 219 spaces;
- With recommended Transportation Demand Management measures, the proposed supply of parking (191) spaces is appropriate for the subject lands.

In consideration of the Study prepared by Paradigm and in particular, the existing low demand for parking in the Phase 1 building, the proposed parking rate of 0.29 spaces per unit appropriately balances demand, while encouraging the multiple alternative options for travelling around the City and to the University.

Electric Vehicle Parking (2023 Zoning By-law)

The 2023 Zoning By-law introduced electric vehicle parking requirements, which were not previously required. More specifically, the By-law requires that 20% of parking spaces have electric vehicle charging stations and that the remaining spaces be designed to accommodate electric vehicle charging stations in the future.

For the development of Phase 2, this would require 30 electric vehicle charging stations (based on 147 required parking spaces for Phase 2). For the combined Phase 1 and 2 developments, 40 charging stations would be required. The balance of the parking spaces, including the existing surface parking spaces, would need to be designed or redesigned to accommodate the future installation of EV chargers.

The proposed development includes 5 parking spaces with EV chargers, with an additional 20 spaces designed to accommodate future charging stations. This equates to 25 of 191 spaces. It is important to note that electric vehicles do not need to be charged every day. Depending on the travel distances, they may only need to be charged once per week, or less. As the development is planned for student housing, the majority of trips taken will be within the community, particularly to and from the university and other community destinations, such as the Downtown. Those who may own an electric vehicle in the future will be able to charge their vehicles, as necessary, at one of the available stations on site. Should demand exceed the 5 provided charges, there would be opportunities to install additional chargers on the other 20 spaces that would be designed to accommodate the installation of a charger. In this regard, the development can adapt to increasing demand for EV chargers, should that demand arise, and through the property management company, incorporate appropriate rules and regulations regarding the use of the stations to ensure an equitable distribution of time to those with electric vehicles.

Bicycle Parking (2023 Zoning By-law)

The 2023 Zoning By-law introduced a new requirement for bicycle parking of 1.1 spaces per unit, which for the subject lands (combined Phases 1 and 2) would require over 700 bicycle parking spaces. The provision of 700 bicycle parking spaces would require substantial space within the Phase 2 building, as there is no additional space within the Phase 1 building. The Phase 2 development includes 128 secure indoor bicycle parking spaces within the parking structure, together with a bicycle repair station. Combined with the 23 spaces provided in Phase 1, there are 151 secure bicycle parking spaces and an additional 40 spaces outside of either building (or 191 spaces in total). This represents 0.29 spaces per unit – with ample space for visitors to the site arriving by bicycle.

As discussed earlier and within the Parking Study, the lands are situated within a walkable area, with multiple day-to-day and week-to-week services in close proximity. Furthermore, multiple transit routes are accessible, and the students will all have transit passes. It is acknowledged that cycling represents another alternative form of transportation and the proposed supply of 191 spaces appropriately recognizes this alternative.

Holding Provision (2023 Zoning By-law)

The 2023 Zoning By-law applies a Holding provision broadly within the area, including for the subject lands. The Holding provision requires the confirmation of municipal services to support the proposed development. In this regard, MTE has evaluated the existing services in the Functional Servicing and Stormwater Management Report and has concluded that no upgrades to the municipal infrastructure are required. In this regard, it is our professional opinion that the requirements of the H12 provision have been satisfied and the Holding provision should be lifted from the subject lands.

In summary, in our opinion, the requested site-specific amendments to the 1995 and 2023 Zoning By-laws represent good planning and are appropriate for the subject lands.

5.0 CITY OF GUELPH

AFFORDABLE HOUSING

STRATEGY

Both the Official Plan and the Affordable Housing Strategy address the supply of affordable housing in the City. Both documents promote housing that is affordable to low and moderate income households and establish a City wide target of 30% of new residential development constituting affordable housing.

As staff and Council are aware, there is a significant shortage of housing geared to students within Guelph. This shortage has created cascading impacts on the overall supply of rental and ownership housing in the community, by pushing up the rent/cost of units that would otherwise be available to families and non-student households. It has also had an impact on neighbourhoods near the University, by increasing the demand for housing in those neighbourhoods, resulting in more students within established residential neighbourhoods and less housing available to the broader community. This is all occurring within the broader context of a general housing crisis, as identified by the province and acknowledged by the City. The result is long line ups for any available housing, increasing rents and students struggling to find accommodation so they can attend University in the community.

Phase 1 opened in 2022 and accommodates 177 students in a building designed for students, with a broad array of amenities within the building and the availability of nearby transit and shopping. While Phase 1 did not solve the crisis, it represents the type of housing geared to students that is needed to help meet the demand and balance the supply/demand equation for rental housing in the community. This was demonstrated through the immediate full occupation of the Phase 1 building once it was completed.

To further assist in meeting this demand, Phase 2 proposes the same land uses previously approved by Council through site-specific Zoning By-law 2022-20703 in a multi-unit, multi-building format to provide much needed housing geared to students. By responding directly to the demand for more student rental housing, this additional supply will contribute towards rental housing in the City, which will positively impact the supply of rental housing more broadly. In turn, by responding directly to the demand for purpose-built student accommodation, more rental units or ownership housing in other neighbourhoods near the University become available to the broader community.

Furthermore, the development proposes a reduced supply of vehicular parking. As Council is aware, the costs of owning, operating, insuring and parking a vehicle are substantial and contribute towards the overall affordability equation. By providing multiple units in both buildings that do not require a parking space (and the related expense) the project further responds to the affordability of housing.

6.0 COMMUNITY ENERGY

INITIATIVE

The Community Energy Initiative (“CEI”) (formerly Community Energy Plan) is Guelph’s commitment to use and manage energy more efficiently. The CEI aims to have Guelph become a Net Zero Carbon community by 2050, with City corporate operations powered 100% by renewable energy by 2050.

Section 4.7 of the City’s Official Plan provides policy direction with respect to the City’ Community Energy Initiative, currently identified in the OP as Community Energy Plan. In this regard, the following items are being considered by Forum to meet the City of Guelph’s Community Energy Initiative:

Site Selection

- Located on transit routes
- Adaptive reuse of an existing building (for Phase 1)
- Existing servicing available

Site Design

- Compact and optimized site design
- Comprehensive erosion and sediment control plan throughout the site
- New native tree and shrub plantings throughout the site, increasing tree canopy cover
- Drought resistant and salt tolerant landscaping wherever possible
- AODA compliant pedestrian sidewalks and walkways throughout the site including to the central amenity area
- Convenient direct access to existing public transit routes
- Proposed reduction in vehicular parking

Building Design

- Optimize / maximize energy efficiency and air tightness
- Account for embodied carbon for all new building / renovation materials, minimize/ optimize embodied carbon and offset remainder
- LED lighting
- Zonal thermostats
- Energy star appliances
- Auto light sensors in all common areas

- Leak detection system for water services
- Installation of water efficient fixtures and fittings
- High albedo roofing to reduce the urban heat island effect
- High albedo exterior paving to reduce urban heat island effect
- Low-VOC materials utilized in construction for improved indoor air quality

Construction Methods

Construction measures will be considered through the site plan approval process as the detailed building and site design are determined. Potential measures include reuse of onsite soils and the use of local trades and suppliers. A Sediment and Erosion Control Plan will be implemented during construction.

7.0 PUBLIC CONSULTATION STRATEGY

The Planning Act (specifically O. Reg 544/06, amended by O. Reg. 178/16) requires that applicants submit a proposed strategy for consulting with the public with respect to an application as part of the complete application requirements. This section summarizes the proposed Public Consultation Strategy.

A Neighbourhood Information Meeting was not identified as a requirement by City staff during the Pre-application consultation process. Notwithstanding this exclusion, Forum is committed to conducting a Neighbourhood Information Meeting. As a result, the public consultation process is anticipated to follow the process as described below:

- A Neighbourhood Information Meeting, during which the proposed development will be introduced to the public for comment.
- Community Engagement Report provided to the City summarizing how community feedback was incorporated into the development proposal.
- A Statutory Public Meeting at which time all available information and public input will be received.
- Written responses to comments raised through the public consultation process will be provided to City Staff for their review and consideration in the preparation of a City Staff Report.
- Preparation of a City Staff Report, with the Report to be available to the public in advance of City Council's consideration of the applications.
- A Council Meeting, at which time the City Staff Report, all available information, and public input will be considered in Council's final decision.

The consultation strategy proposed will provide members of the public with opportunities to review, understand, and comment on the proposed Amendments. The consultation strategy will be coordinated with City Staff and the Ward Councillors and additional opportunities for consultation will be considered and may be warranted based on the input received.

8.0 SUPPORTING STUDIES

The following supporting documentation was identified as being required to deem the Official Plan and Zoning By-law Amendment applications complete and have been included as separate reports. Brief summaries are provided below.

8.1 Phase 1 & 2 Environmental Site Assessment

Phase 1 and 2 Environmental Site Assessments (“ESA”) were prepared for the subject lands by Watters Environmental Group Inc. as part of the Phase 1 development (both dated December 2021). A Record of Site Condition (#230662) was issued by the Ministry of Environment, Conservation and Parks on July 27, 2021, permitting residential uses on the subject lands.

8.2 Geotechnical Investigation Report and Preliminary Hydrogeological Reports

MTE prepared a Geotechnical Investigation Report (dated September 22, 2023) and Preliminary Hydrogeological Investigation (dated September 22, 2023) to assess soil and groundwater conditions of the subject lands.

The Geotechnical Investigation included the advancement of 16 boreholes at depths ranging from 3.5 to 11.9 metres below ground surface. Three monitoring wells were installed. The boreholes revealed that the soils generally consist of gravelly sand to sandy silt, with groundwater at elevations between 316.9 and 318.9 meters above sea level. The Investigation determined that the site is suitable for the proposed development.

The Hydrogeological Assessment determined the groundwater flow is interpreted to be westerly and that dewatering is not anticipated to be required for the proposed development. Groundwater monitoring will continue through Site Plan Approval and will inform final design. In-situ infiltration testing will be completed in the future, and the monitoring wells will be decommissioned.

8.3 Functional Servicing and Stormwater Management Report

MTE prepared a Functional Servicing and Stormwater Management Report (dated September 22, 2023) that evaluates servicing options for the proposed development.

In the existing condition, the subject lands drain from east to west with an elevation difference of approximately 9.8 metres between the east property line and the northwest corner of the lands. The proposed grading will respect the existing grades along the property line and around the Phase 1 development. When the driveway connection is realigned a portion of the parking lot in the vicinity will be regraded.

The subject lands are currently 59% impervious. Municipal watermains are located along Scottsdale Drive and Stone Road West and the subject lands are currently serviced via a 250mm diameter water service from Scottsdale Drive. An internal booster pump may be specified in the building to achieve appropriate flow and pressure on the upper floors. A new private hydrant will be located on the landscaped island within the drop off area near the entrance to Phase 2.

Sanitary sewers are currently located within an easement at the north property line. As the proposed building conflicts with the location of the existing sanitary service, the sanitary sewers will be decommissioned and removed, and the existing building will be connected to the relocated on-site sanitary network. The new 200mm diameter sanitary sewer will be installed to the north of the proposed building and both buildings will be serviced by a new 200mm diameter sanitary sewer.

A storm sewer is currently located within the same easement as the sanitary sewer and has similar conflicts with the proposed building. As a result the existing sewers, manholes, and catch basins will be decommissioned and removed. The runoff from common driveway and parking areas will be directed to an orifice in the northwest of the site prior to being treated by an OGS unit, before discharging into the municipal storm sewer. An underground storage tank will be provided in the northwest corner of the site, with sufficient storage provided for all storms up to and including the 100-year storm event. The soils are not conducive to infiltration.

The Report concludes that the proposed grading design will respect natural topography; existing municipal infrastructure for sanitary, storm, and water are available to service the site; and stormwater management criteria can be satisfied with on-site controls for water quality and quantity.

For additional details regarding site servicing, please refer to the full Report prepared by MTE.

8.4 Transportation Impact Study and Parking Study

A Transportation Impact Study and Parking Study (dated September 2023) was prepared by Paradigm Transportation Solutions to assess existing traffic conditions, forecast traffic to five and ten years post-development, to recommend improvements to mitigate future traffic conditions, as required and to recommend an appropriate supply of vehicular parking. The Transportation Study concluded that:

- The Phase 2 development is forecast to generate 32 and 96 new trips during the AM and PM peak hours, respectively.
- The study area intersections are forecast to operate at acceptable levels of service similar to existing traffic conditions. The southbound left turn movement at the intersection of Stone Road West and Scottsdale Drive is forecast to have a queue length that surpasses its storage length
- The study area intersections are forecast to operate at acceptable levels of service similar to future background traffic conditions;

- At the intersection of Stone Road and Scottsdale Drive, the westbound left-turn queue is forecast to exceed the existing storage length by 16 metres under future conditions regardless of whether the subject development is built. The southbound left-turn lane is forecast to exceed the existing storage length by 6 metres under future traffic conditions, of which 3 metres are attributable to the subject development; and
- A northbound left-turn lane is forecast to be warranted at the site entrance on Scottsdale Drive.

The Parking Study assessed current demand, required parking for other land uses in the City's Zoning By-law and the required parking to student housing in the City of Waterloo, and concluded that:

- The 1995 Zoning By-Law indicates that lodging houses (most similar to off-campus student housing) require a total parking supply equal to a third of the total unit count and one parking spot for the building (219 spaces for Phases 1 and 2);
- City of Waterloo Zoning By-Law 2018-050 indicates that apartments in the Northdale neighbourhood require a total of 0.25 parking spaces per bedroom including 0.20 resident spaces per bedroom and 0.05 visitor spaces per bedroom (191 spaces for Phases 1 and 2);
- The Phase 1 survey results show a peak demand of 0.18 spaces per unit (118 parking spaces for Phases 1 and 2);
- Given the results of the Northdale Neighbourhood and Phase 1 survey rates, the forecast parking demand for this site is between 118 and 219 residential spaces for Phases 1 and 2; and
- The site concept plan is able to support multiple TDM measures that can assist in mitigating the site's transportation and parking impacts on the adjacent road network, promote a strong and vibrant economy, and create a livable community that has a balanced transportation network.

For further details regarding transportation and parking, please see the full Study prepared by Paradigm.

8.6 Noise and Vibration Impact Study

RWDI prepared a Noise and Vibration Impact Study (dated August 30, 2023) to assess potential impacts of noise from Highway 6 and Stone Road, as well as from surrounding uses, on the proposed development. The Study concluded that noise resulting road traffic on Stone Road and Hanlon Parkway requires the use of air conditioning and specific window glazing to meet Ministry guidelines. Additionally, there are slight exceedances of Ministry guidelines from the Phase 1 building related to rooftop mechanical systems, however these can be mitigated as the building is in the same ownership. These mitigation measures will be explored during detailed design.

The Study concludes that the proposed development is feasible from a noise perspective with the recommended mitigation measures.

8.7 Pedestrian Wind Comfort Assessment

A Pedestrian Wind Comfort Assessment (dated September 22, 2023) was prepared by RWDI to evaluate the potential wind impact of the proposed development on the pedestrian realm. The Assessment utilized a 3D model, software, and wind data from the Region of Waterloo International Airport to model wind throughout the year in existing and proposed conditions.

The Assessment determined that the wind conditions in the existing scenario (i.e., just Phase 1) meets the wind safety criterion. For Phase 2, wind conditions at ground level including main entrances and sidewalks are expected to be appropriate for their intended use. Wind speeds for the outdoor amenity areas are predicted to be appropriate for passive use in the summer and may be higher than desired for passive use in the winter. The Assessment includes recommended mitigation measures to reduce wind speeds in the winter, which can be considered through the future site plan application.

8.8 Arborist Report

An Arborist Report (dated September 25, 2023) was prepared by Ferris + Associates Inc. to assess the impacts of the proposed development on existing trees. The Report identifies 75 trees on the subject lands, of which 27 are proposed to be removed and 11 are proposed to be injured (37 preserved). The majority of removed trees are located west of the existing parking lot in the area of the site proposed to be developed. Additional trees to be removed are located near the realigned access onto Scottsdale Drive. Injured trees are located along the north and south property lines due to construction impacts.

In total, 17 trees qualify for compensation. At the required 3:1 replacement ratio, compensation for 51 trees is required. This will be considered in further detail through a future site plan application.

9.0 CONCLUSION

This Report has assessed the planning merits of adding the Phase 2 development on the subject lands in the context of existing land use policies and regulations, including the Provincial Policy Statement, the Growth Plan, the City of Guelph Official Plan, and the City of Guelph Zoning By-laws (1995 and 2023). The analysis contained in this Report demonstrates that the requested amendments are in the public interest and represent good planning for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan;
- The proposed development is consistent with the general intent of the City of Guelph Official Plan. The multi-unit residential and intensification development criteria have been addressed and the proposed development assists in achieving the City's intensification targets;
- The proposed development provides for the intensification and redevelopment of an underutilized site in a *Strategic Growth Area* on lands that are well located with respect to transportation and community amenities;
- The proposed development will provide housing for students attending the University of Guelph, assisting in meeting the significant demand for housing in the City and relieving rental pressures on the City at large;
- The proposed development can be adequately serviced through connections to existing infrastructure;
- The proposed development will have a negligible impact on future traffic conditions; and,
- The proposed development is well-designed and compatible with the surrounding context.

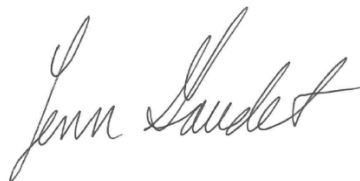
Based on these conclusions, it is our professional opinion that the applications for an Official Plan Amendment and Zoning By-law Amendment represents good planning and should be approved.

Respectfully submitted,

MHBC



Trevor Hawkins, M.PL, MCIP, RPP
Partner



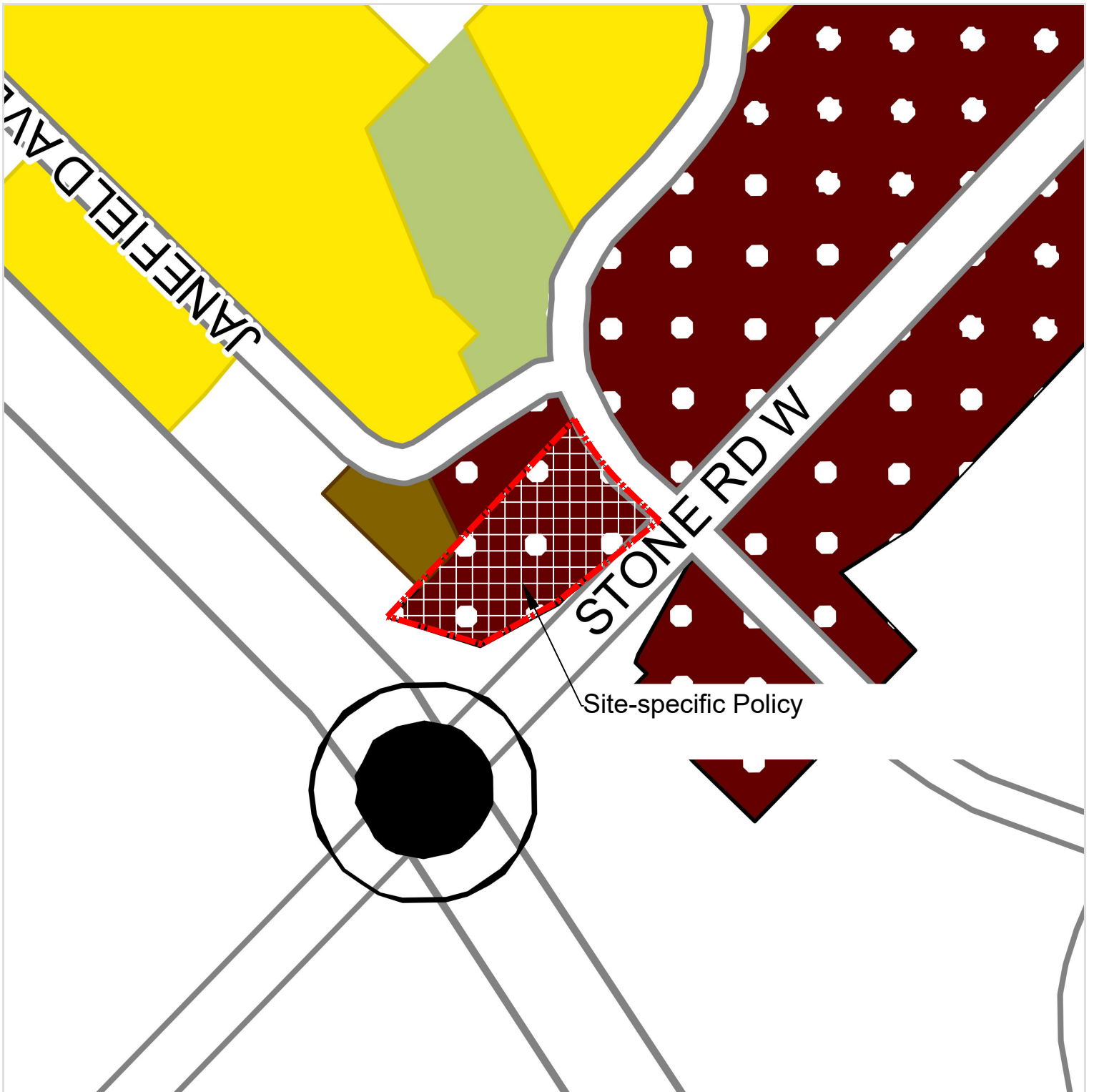
Jennifer Gaudet, BES, MCIP, RPP
Senior Planner

APPENDIX A

Proposed Official Plan Amendment

Proposed Site-specific Policy:


Notwithstanding Section 9.4.4.13, for the lands municipally addressed as 601 Scottsdale Drive, the maximum permitted net density for a multiple unit residential building shall be 300 units per hectare.























MAP 1 Proposed Official Plan Amendment

601 Scottsdale Drive
City of Guelph

LEGEND

-  Subject Lands
-  Proposed Site-specific Policy

Land Use Designations

- | | |
|--|--|
|  Rolling Hills Estate Residential |  Corporate Business Park |
|  Low Density Residential |  Mixed Business |
|  Medium Density Residential |  Institutional / Research Park |
|  High Density Residential |  Major Institutional |
|  Commercial Mixed-Use Centre |  Special Study Area |
|  Mixed-Use Corridor 1 |  Major Utility |
|  Mixed-Use Corridor 2 |  Open Space and Park |
|  Service Commercial |  Significant Natural Areas & Natural Areas* |
|  Neighbourhood Commercial Centre |  Natural Areas Overlay* |
|  Mixed Office / Commercial | |
|  Industrial | |

Secondary Plans

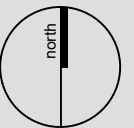
-  Approved Secondary Plans

DATE: August 2023

SCALE: 1: 20,000

FILE: 1056G

DRAWN: LC



K:\1056G - SCOTTSDALE DR. GUELPH PHASE 2\RPT\OPA.DWG

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
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APPENDIX B

Proposed Zoning By-law Amendment

Zoning By-law No. (1995)-14864

Notwithstanding anything to the contrary, the following site specific regulations shall apply for the lands municipally addressed as 601 Scottsdale Drive:

- The maximum permitted net residential density shall be 300 units per hectare;
- The minimum required interior side yard setback shall be 13.8 metres; and,
- The minimum required parking rate shall be 0.25 spaces per bedroom, inclusive of visitor parking.

Zoning By-law No. (2023)-20790



Notwithstanding anything to the contrary, the following site specific regulations shall apply for the lands municipally addressed as 601 Scottsdale Drive:

- That the Holding provision (H12) be removed from the subject lands;
- The maximum permitted net residential density shall be 300 units per hectare;
- The minimum required angular plane shall be 58 degrees for the portion of the subject lands that abut lands with an Institutional Zone;
- The minimum required buffer strip shall be 1.4 metres along the interior side lot line;
- The minimum required parking rate shall be 0.25 spaces per bedroom, inclusive of visitor parking;
- That a minimum of 5 parking spaces shall be provided with a Level 2 electric vehicle charging station;
- That a minimum of 20 designed electric vehicle parking spaces shall be provided; and,
- That bicycle parking shall be provided at a rate 0.25 per bedroom.

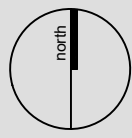


Proposed to be rezoned with site specific exceptions

Map 2
**Proposed Zoning
 By-law Amendment -
 Zoning By-law
 (1995)-14864**

LEGEND	
	Subject Lands
	Proposed to be rezoned with site specific exceptions
CC	Community Shopping Centre Zone
I.1	Institutional Zone
NC	Neighbourhood Shopping Centre Zone
P.2	Neighbourhood Park Zone
P.3	Community Park Zone
R.1	Residential Single Detached R.1A Zone
R.3	Residential Townhouse Zone
R.4	Residential Apartment Zone
RC	Regional Shopping Centre Zone
SC	Service Commercial Zone
UR	Urban Reserve Zone

DATE:	August 2023
SCALE:	1:5,000
FILE:	1056G
DRAWN:	LC

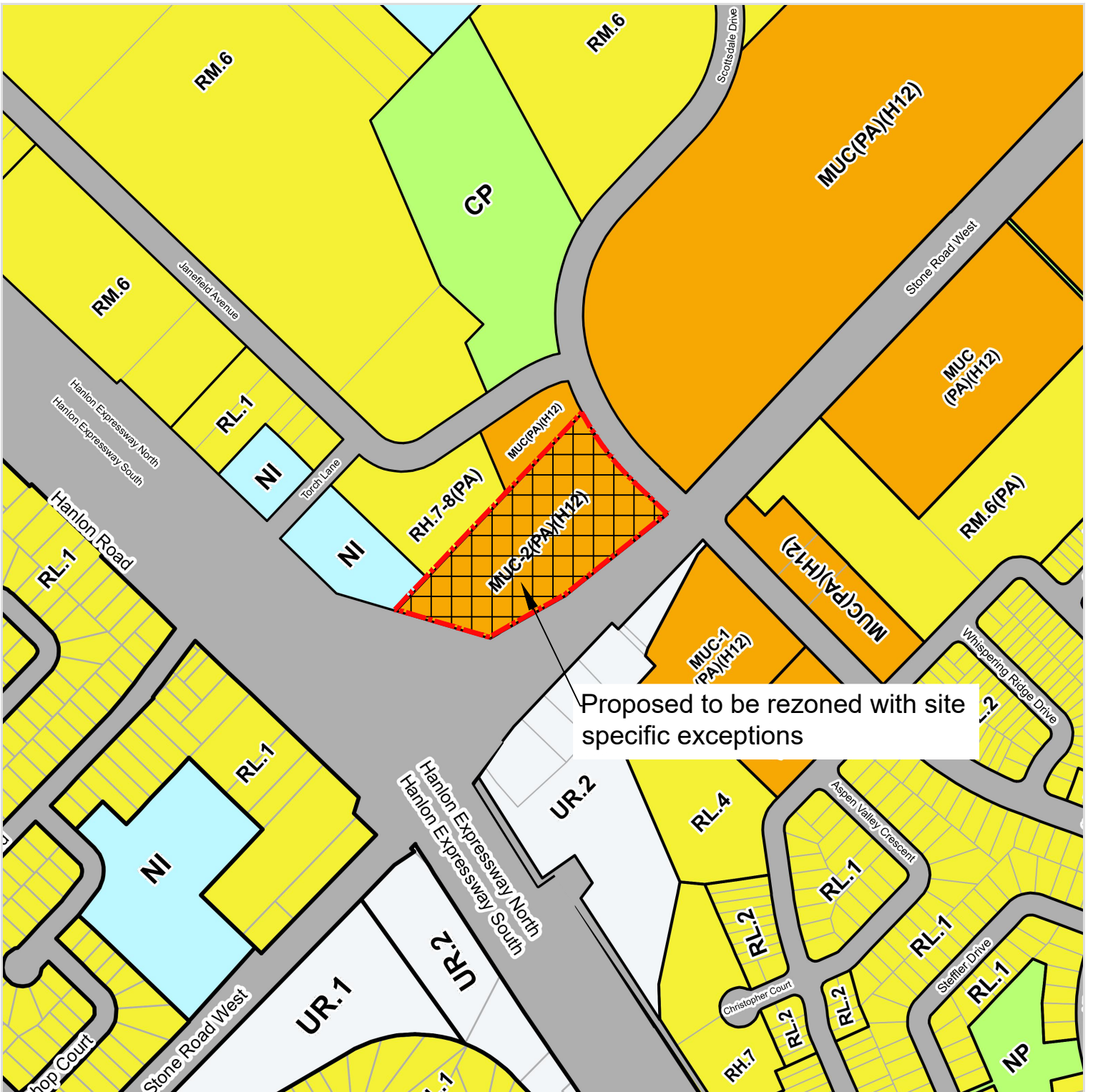


601 Scottsdale Drive
 City of Guelph

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
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MAP 3
**Proposed Zoning
 By-law Amendment -
 Zoning By-law
 (2023)-20790**

601 Scottsdale Drive
 City of Guelph

LEGEND

-  Subject Lands
-  Proposed to be rezoned with site specific exceptions
- CP Community Park Zone
- MUC Mixed-Use Corridor Zone
- NI Neighbourhood Institutional Zone
- NP Neighbourhood Park Zone
- RH.7 High Density Residential 7 Zone
- RL.1 Low Density Residential 1 Zone
- RL.2 Low Density Residential 2 Zone
- RL.4 Low Density Residential 4 Zone
- RM.6 Medium Density Residential 6 Zone
- UR.1 Urban Reserve 1 Zone
- UR.2 Urban Reserve 2 Zone

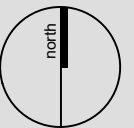
City of Guelph Zoning Bylaw (2023)-20790 - April 18, 2023

DATE: August 2023

SCALE: 1: 5,000

FILE: 1056G

DRAWN: LC



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