

PLANNING JUSTIFICATION REPORT

ZONING BY-LAW AMENDMENT

601 Scottsdale Drive
City of Guelph

Date:

October 2021

Prepared for:

Forum Equity Partners

Prepared by:

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Our File 1056E

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC Planning) has been retained by Forum Equity Partners to assist with the planning applications for the lands at 601 Scottsdale Drive (the subject lands), located in the City of Guelph. 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 involved to permit the adaptive reuse of the existing building for a student residence.

The subject lands comprise a total of approximately 2.2 hectares, and currently contains a hotel, recently operated as a Holiday Inn. The lands 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.

Specifically, the proposal is to repurpose the existing hotel building for a student residence, complete with internal renovations, minor changes to the building façade and existing surface parking area and outdoor amenity space. The lands are owned by the University of Guelph and are leased to Forum Equity Partners. The intent is that the student residence units help address the undersupply of housing for university students.

This Planning Justification Report has been prepared in support of the Zoning By-law Amendment application to permit the development of the lands as described above. This Report will provide justification for the application, addressing relevant planning policies and regulations applicable to the subject property, including a brief review of any applicable urban design policies.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site Description

The subject property includes frontage on Stone Road West and Scottsdale Drive. The Hanlon Parkway is located immediately to the west. The lands slope gently from east to west and already contain a multi-storey hotel building, two driveway entrances from Scottsdale Drive and a large surface parking area. The location of the subject lands is illustrated on **Figure 1**.

The entire site is comprised of approximately 2.2 hectares and has approximately 122 metres of frontage on Scottsdale Drive. The lands also front onto Stone Road – the Ministry of Transportation 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. For additional information regarding the transit routes, please see the Transportation Impact Study.

2.2 Surrounding Land Uses and Site Context


The surrounding land uses include the following, as illustrated on **Figure 1**:

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.



Figure 1:
Location Map

LEGEND

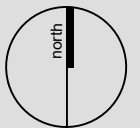
 Subject Lands

DATE: August, 2021

SCALE: 1:5,000

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K:\1056E-601 SCOTTSDALE\IPT\LOCATION.DWG

601 Scottsdale Drive
 City of Guelph

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- 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.

2.3 Pre-Consultation

A pre-application consultation meeting was held in March 2021 and comments provided by the City in June 2021. The City identified the following technical requirements to support the application:

- Completed Application Form and Fees;
- Planning Justification Report (to include Urban Design Brief and Commercial Function Study);
- Functional Servicing Report Brief;
- Stormwater Management Report;
- Conceptual Site Plan;
- Building massing/elevations;
- Property Survey;
- Tree Inventory/Preservation Plan;
- Traffic/Transportation Impact Study;
- Salt Management Plan;
- Clearance Notice (Under Clean Water Act)
- Environmental Site Screening Questionnaire (the City confirmed a Phase 1 ESA was also acceptable)

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.

3.0 DESCRIPTION OF PROPOSAL

The following is a review of the proposed development for 601 Scottsdale Drive in Guelph, Ontario.

3.1 Proposed Development

The development proposal includes the repurposing of the existing hotel building, including internal renovations, for the future use of the building as a student residence. The conceptual site plan is enclosed as **Figure 2**, and it largely reflects the existing site conditions.

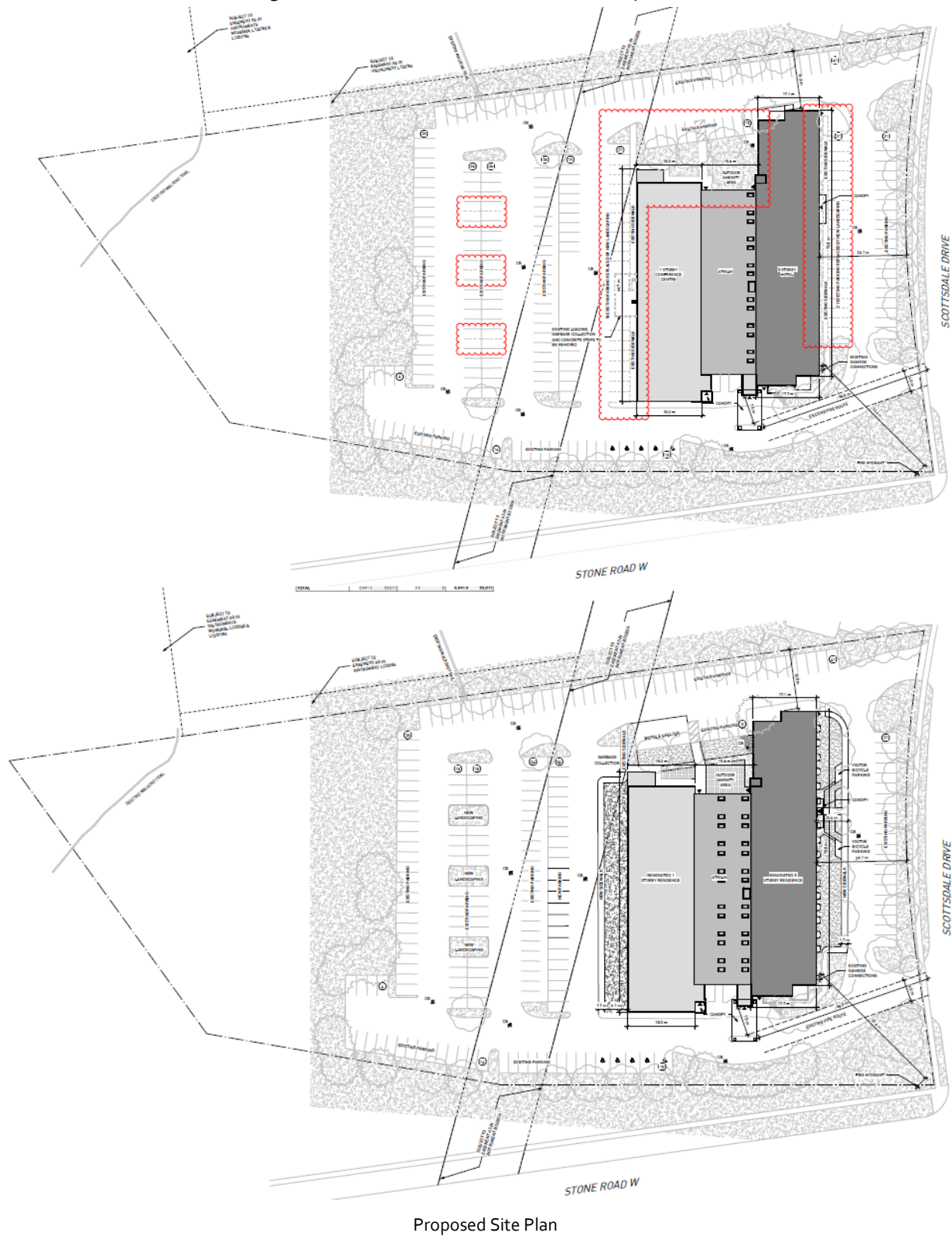
The existing hotel contains 136 suites, as well as conference rooms that were previously used to host events. The hotel contains a large surface parking area (261 spaces) that generally surrounds the existing building on all sides, with the majority of parking located to the northwest of the building. The site has two entrances from Scottsdale Drive, with internal driveways providing access to the rear of the building, as well as a drop off area along the Stone Road frontage. The building is 4-storeys (facing Scottsdale Drive), with the height sloping towards the west. A small playground is located on the northwest side of the building.

The internal renovations will result in the creation of 164 suites (with 177 beds), which will include the repurposing of the existing hotel suites and the conference/meetings room for student residence suites. The majority of the suites will be studios, however there will be a limited number of 1 and 2 bedroom suites. The existing surface parking lot contains 261 parking spaces – minor reductions in parking supply are planned to accommodate the renovations to the building on the east side (e.g. installation of window wells for lower floor units) and additional landscaping on the east and west sides. After the renovations and additional landscaping is added to the site, the supply of parking will be reduced to 210 spaces, still well in excess of By-law requirements. The renovations will also result in the creation of dedicated common amenity areas for the future residents, including:

- Meeting rooms;
- Laundry room;
- Fitness room;
- Prep kitchen (where students can create some of their own meals);
- Games room; and
- A BBQ area.

Minor changes to the building elevations are proposed to accommodate additional windows that provide more natural light, to improve accessibility and other than minor cosmetic colour changes to the exterior.

Figure 2 shows the Existing Site Plan and the Proposed Site Plan. The changes to the site are generally outlined in red on the Existing Site Plan and are reflected on the Proposed Site Plan.



Renderings of the new exterior colour scheme and proposes changes to increase outdoor landscaping and amenity area are included below. This rendering shows the building entrance and drop off area that faces Stone Road.



A view of the building from the northwest, looking at the new outdoor amenity area and sheltered bike parking

4.0 PLANNING ANALYSIS

This section of the report reviews the applicable land use policy framework as it applies to the subject lands and how the proposal is consistent with, and/or conforms to, this framework.

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) was issued by the Province of Ontario in 2020 under Section 3 of the Planning Act. The PPS provides a vision and the policy framework for matters of provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land in Ontario. The PPS promotes healthy living and safe communities, which are sustained, by promoting efficient development and land use patterns, and accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs.

Section 1.1.3 Settlement Areas

The PPS policy 1.1.3.1 states that "Settlement Areas" shall be the focus of growth and development, and their vitality and regeneration shall be promoted. The subject lands are located within the City's Built-Up Area within a Mixed Use Corridor Area as delineated on Schedule 2 of the City of Guelph Official Plan, which is considered a 'Settlement Area.'

Policy 1.1.3.2 states that land use patterns within Settlement Areas shall be based on densities and a mix of land uses which:

1. Efficiently use land and resources;
2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
4. Prepare for the impact of a changing climate;
5. Support active transportation;
6. Are transit-supportive, where transit is planned, exists or may be developed; and
7. Are freight-supportive.

The subject lands are within the Built-Up Area. The proposed development will make use of existing roads, services and transit. The proposed development will provide for bicycle parking, and sidewalks for pedestrians that provide connections to key destinations including the University of Guelph Campus, Stone Road Mall and other retail and restaurant locations along Stone Road as well as existing parks and institutional services.

Further, **Section 1.1.3.3** stipulates that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. The proposed development provides an opportunity to retrofit an existing building within an area that has existing infrastructure to support the proposed use.

Section 1.4 Housing

The PPS states that an appropriate range and mix of housing types and densities shall be provided to meet projected requirements of current and future residents of the regional market area. This should be achieved by permitting and facilitating all forms of housing and all forms of residential intensification including redevelopment. New housing development should also be directed to where there is appropriate levels of infrastructure and public service facilities available. Densities that promote efficient use of land, resources, infrastructure and public services should be promoted.

Section 1.4.3 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market through a variety of means. The proposed development will provide a different form of housing, to serve a specific need within the community that supports the University.

Section 1.6.7 Transportation

The PPS promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and that support current and future use of transit and active transportation. The proximity of the site to transit services, including Guelph Transit bus routes on both Stone Road and Scottsdale Drive provides access to the broader neighbourhood including the University of Guelph Campus and downtown Guelph. Future residents will have many nearby amenities and commercial services that can be accessed without use of a vehicle, further reducing impacts on the surrounding road network.

In summary, the proposed development will utilize existing services and infrastructure, which is consistent with the PPS objective for efficient development patterns that optimize the use of land, resources and public investment in infrastructure. The future integration of the development with existing, available transit, is also supported by the PPS, and will allow future residents to travel throughout the community by transit, bicycle or on foot, reducing their carbon footprint and encouraging active transportation.

In our opinion, the redevelopment of the lands with a student residence use is consistent with the Provincial Policy Statement (2020).

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 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 2.2.1 Managing Growth

The Growth Plan states that forecasted growth will be allocated based on the following:

- a) The vast majority of growth will be directed to settlement areas that:
 - i) have a delineated built boundary,
 - ii) have existing or planned municipal and wastewater systems; and
 - iii) can support the achievement of complete communities.

- c) Within settlement areas, growth will be focused in:
 - i) delineated built-up areas;
 - ii) strategic growth areas;
 - iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
 - iv) areas with existing or planned public service facilities.

The subject lands are located within an Intensification Corridor in the 'Built-Up Area' as delineated on Schedule 1 of the City of Guelph Official Plan. The Built-Up Area, is to be a focus area for growth. The redevelopment of the subject lands will result in the efficient reuse of an existing building, well served by transit and other key community amenities.

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% - meaning the development of lands within the delineated built-up area. The subject lands are located within the delineated built-up area, and will assist the City in achieving the Growth Plan targets.

Section 2.2.6 provides policy direction to support housing choice including provision of additional residential units and affordable housing to meet projected needs of current and future residents. The introduction of new student oriented housing will provide additional choice for students, in an area that is well served by transit and other key amenities that will support the students.

In summary, the proposed re-use of the existing building for a student-oriented housing development conforms to the Growth Plan for the Greater Golden Horseshoe.

4.3 City of Guelph Official Plan

Amendment No. 48 to the "City of Guelph Official Plan Envision Guelph - Official Plan Update Phase 3" was adopted by Guelph City Council on June 25, 2012, approved by Minister of Municipal Affairs and Housing on December 11, 2013 and by the Ontario Municipal Board on October 5, 2017. This document constitutes the Official Plan for the City of Guelph and is referred to as the "Official Plan" or the "Plan" herein.

The lands are located within the Built-Up Area and within an identified Intensification Corridor on Schedule 1 to the Official Plan (**Figure 3**). On Schedule 2, the lands are designated "Mixed-Use Corridors" (**Figure 4**). Scottsdale Drive is identified as a Collector Road and Stone Road is identified as an Arterial Road on Schedule 5 (**Figure 5**). Permitted uses within the Mixed-Use Corridor designation include "Institutional Uses", "Hotels" and "Medium and high density multiple unit residential buildings and apartments." The maximum height is 6 storeys, while the maximum residential density is 150 units/hectare.

Intensification Corridors are planned to provide for mixed-use development in proximity to transit and to achieve:

- Increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;
- A mix of residential, office, institutional and commercial development, where appropriate; and
- A range of local services, including recreational, cultural and entertainment uses, where appropriate.

The subject lands are located within the Stone Road Mixed-Use Corridor. There are a number of policies that guide the future development within the Corridor, many of which would apply if the lands were being redeveloped. Generally, integration with the rest of the corridor, the provision of a mix of uses and the orientation of development to the street edge are encouraged. Permitted uses within the Mixed-Use Corridor include:

- Commercial, retail and service uses;

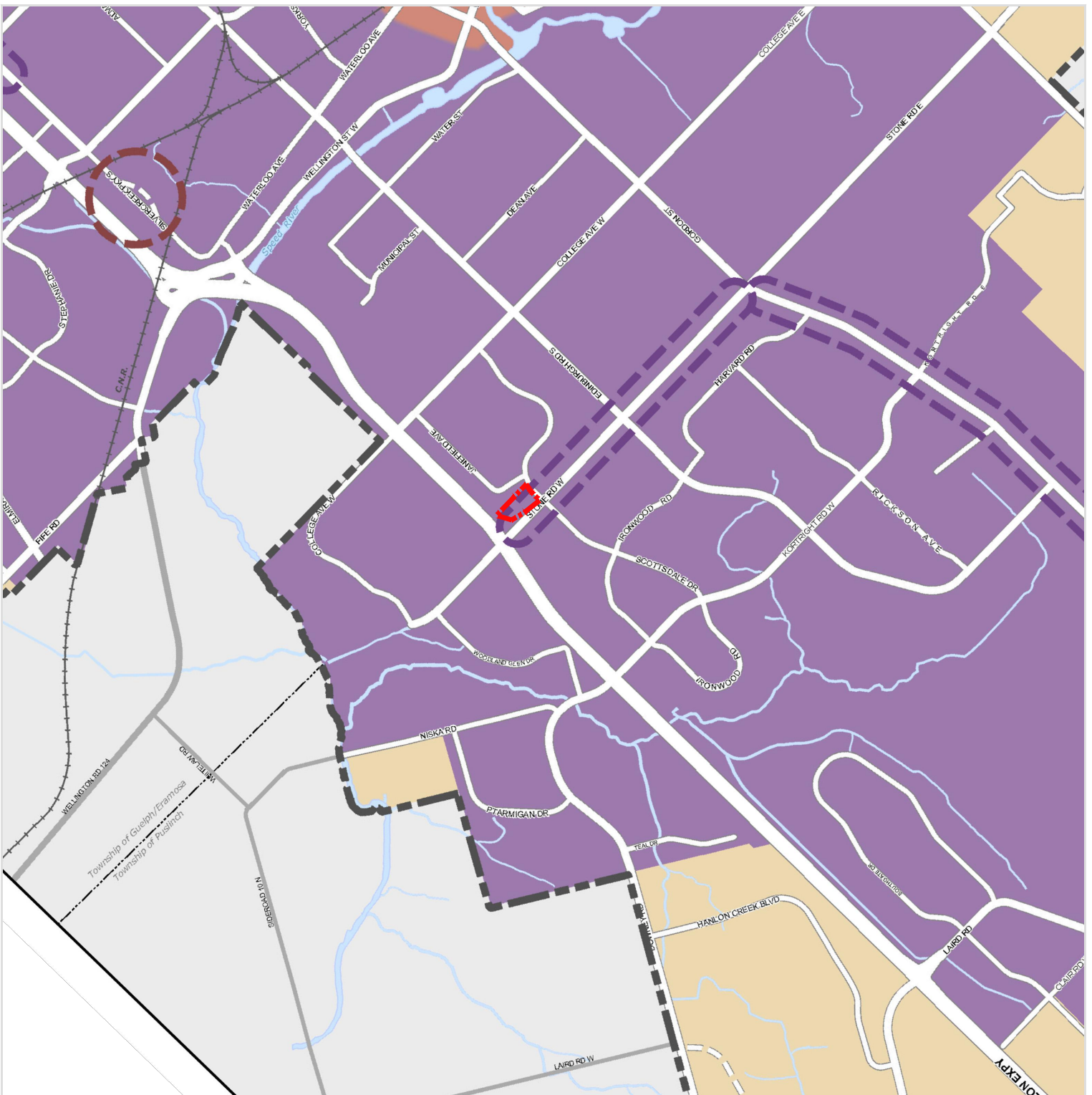


















Figure 4:
**City of Guelph
 Official Plan
 Schedule 1:
 Growth Plan
 Elements**

601 Scottsdale Drive
 City of Guelph

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-  Subject Lands
- Growth Plan Elements**
-  Major Transit Station
-  Intensification Corridors
-  Community Mixed-Use Nodes
-  Urban Growth Centre
(Downtown Guelph)
-  Built-Up Area
-  Greenfield Area
-  Settlement Area Boundary
-  Non-Settlement Area
-  City Streets
-  Future City Streets
-  County Roads
-  Railways
-  Watercourses
-  Waterbodies
-  Corporate Boundary

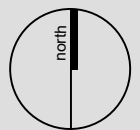
City of Guelph Official Plan- March, 2018 Consolidation

DATE: August, 2021

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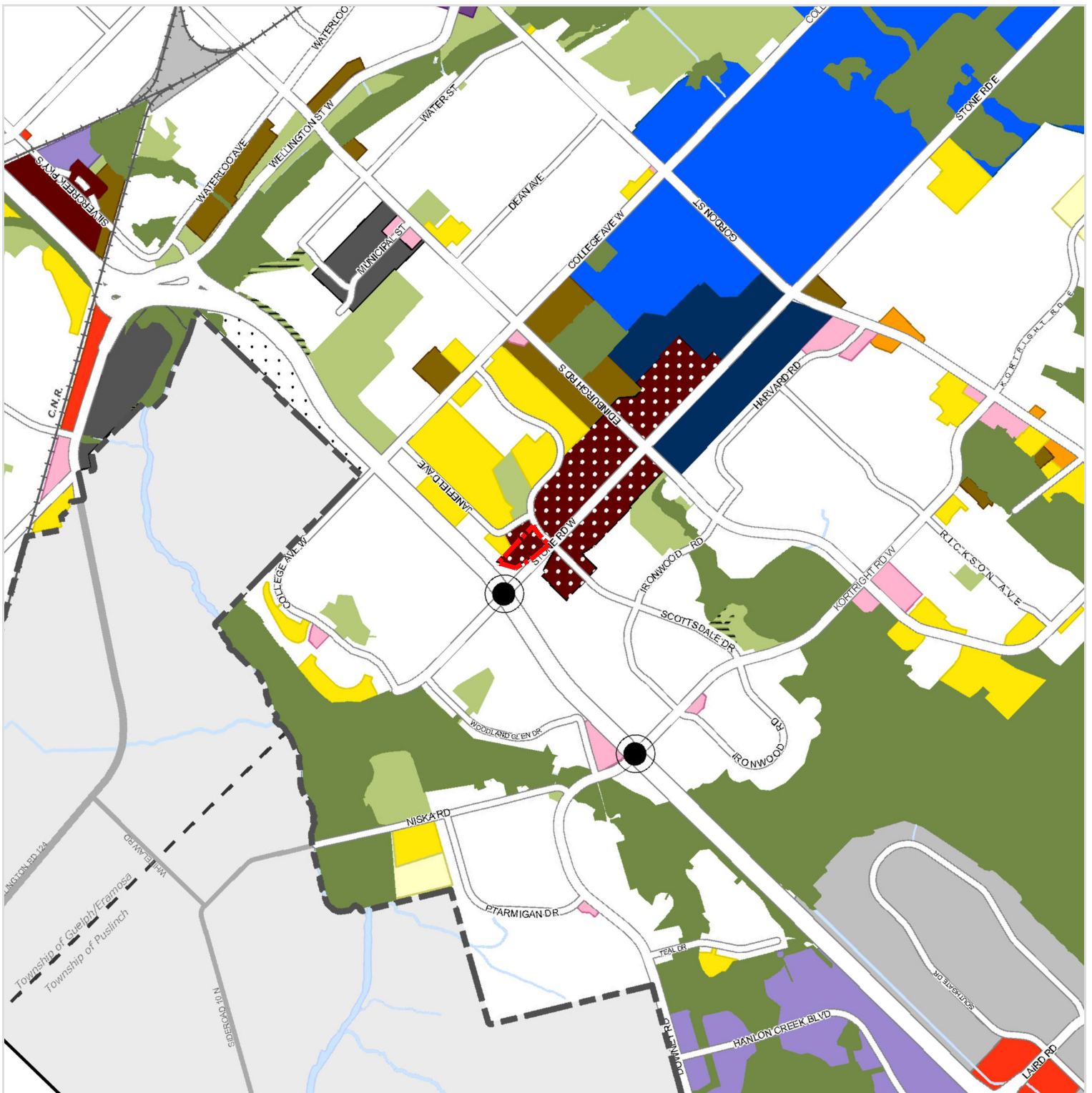


Figure 5:
**City of Guelph
 Official Plan
 Schedule 2:
 Land Use Plan**

601 Scottsdale Drive
 City of Guelph

LEGEND

Subject Lands

Land Use Designations

- Low Density Residential
- Low Density Greenfield Residential
- Medium Density Residential
- High Density Residential
- Mixed-Use Corridors
- Community Mixed-Use Centre
- 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
- Reserve Lands

Secondary Plans

- Secondary Planning Area
- Approved Secondary Plans
- City Street
- Future City Street
- County Road
- Future Highway Interchange
- Railway
- Watercourse
- Waterbody
- Corporate Boundary
- Potential School Site

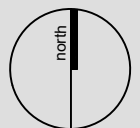
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- Office;
- Entertainment and recreational commercial uses;
- Cultural and educational uses;
- Institutional uses;
- Hotels;
- Live/work;
- Medium and high density multiple unit residential buildings and apartments; and
- Urban squares and open space.

The re-purposing of the existing building from a hotel to a residential building is permitted in the Official Plan. The existing hotel is less than 6-storeys, and the proposed number of suites (164) is well below the maximum permitted density on the lands. If the suites were considered as “units”, the density would be 74 units/ha.

Affordable Housing

Section 7.2 of the Official Plan contains policies regarding housing, and affordable housing and the importance of housing in meeting the needs of the City’s existing and future residents. Section 7.2 includes a number of objectives that the City will utilize to facilitate affordable housing, including a Housing Strategy and policies regarding the conversion of rental to condominium ownership. One of the objectives is to “promote innovative housing types and forms to ensure affordable housing for all socio-economic groups throughout the city.” The re-purposing of the hotel for new student residence units is an innovative approach for creating additional housing choice.

The proposed development of the subject lands will introduce a new form of housing in the area, with smaller, more affordable unit sizes that will offer choice to students attending the University of Guelph. The units are intended to be rental units. As such, the development does not represent the conversion of existing housing stock to other land uses, nor does it involve the conversion of existing rental accommodations to condominium ownership. Rather, the development will provide new housing options in an area that has excellent access to transit and commercial amenities.

Commercial Function

The pre-consultation comments required a “commercial function study (as part of the Planning Justification Report) to ensure the impact on surrounding commercial and neighbourhood is not affected.”

The City of Guelph Official Plan contains policies requiring commercial function studies for development proposals within Mixed Use Corridors. Specifically Section 9.4.2 provides that the Commercial Function study address the following:

- i. The availability of commercial floor space within the designation to meet daily and weekly needs of the surrounding community especially for food store, food related store and/or drug store.

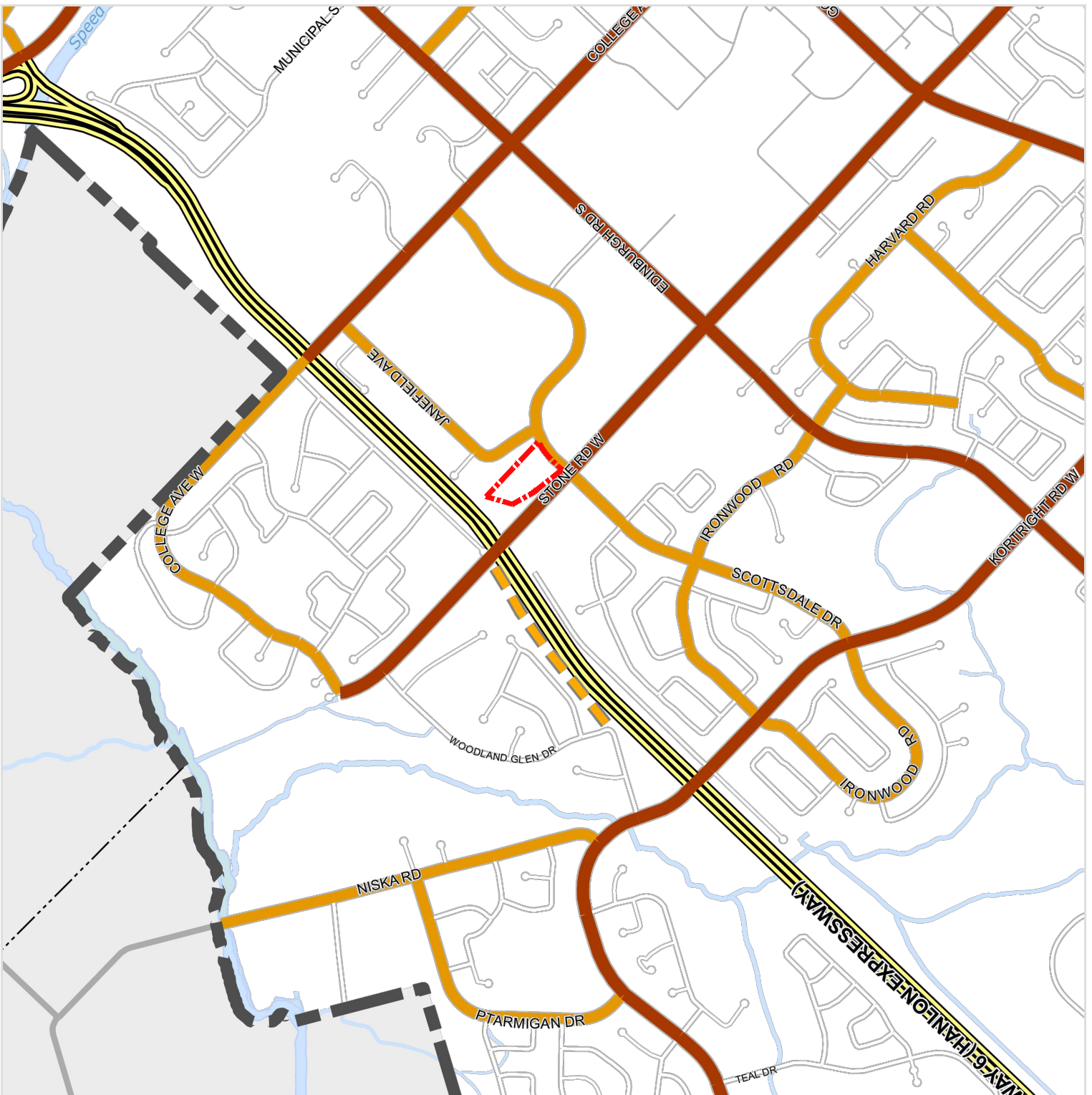















Figure 2:
**City of Guelph
 Official Plan
 Schedule 5:
 Road & Rail
 Network**

601 Scottsdale Drive
 City of Guelph

LEGEND

 Subject Lands

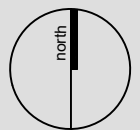
Existing Roads	Proposed Roads
 Provincial Highway	 Proposed Provincial Highway
 Arterial	 Proposed Arterial Roads
 Collector	 Proposed Collector Roads
 Local	 Watercourses
 Private	 Waterbodies
 University	 Corporate Boundary

DATE: August, 2021

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- ii. Opportunities for additional commercial floor space to be provided elsewhere and thereby sustain the local provision of commercial floor space within that designation or in the immediate area;
- iii. Impacts on the ability of residents and employees in the area to use active transportation options to access commercial shopping areas and commercial services; and
- iv. Role of the commercial space in creating a community focal point.

In this regard, as illustrated in **Figure 1**, the proposed development is well served by the surrounding commercial community being located within one kilometre of Stone Road Mall as well as a Walmart Super Centre (Grocery store) and Metro grocery store. In addition, a number of additional commercial establishments including a Shoppers Drug Mart and several restaurant establishments and coffee shops are located along Stone Road in close proximity to the subject lands. The site is also well served by the existing public transit network and active transportation network providing additional connectivity to commercial establishments offered at the University of Guelph campus as well as downtown Guelph.

The redevelopment of the lands does not propose any changes to the land use framework in the Official Plan. The existing mixed-use permissions will remain. The use of the lands with student residence suites in place of hotel suites is not expected to impact the surrounding neighbourhood, or the existing commercial uses. Rather, the future students occupying the units are likely to frequent the commercial uses in the area in the same (or greater) manner as past hotel guests, continuing to support those uses.

In summary, the proposed redevelopment of the existing building with student residence suites conforms to the Official Plan, provides housing choice and will continue to support the surrounding commercial uses.

5.0 ZONING BY-LAW

The subject lands are zoned Specialized Service Commercial (SC) with site specific exemption 40 (SC.1-40). The SC.1-40 zone permits a “hotel”, as well as accessory and occasional uses, as defined in Section 4.21 and 4.23 of the By-law. Residential uses are not permitted. As such, an amendment to the Zoning By-law is required to permit the student residence use. During pre-consultation, City staff expressed a preference that the lands be rezoned to the R4.A zone (a residential zone). However, the intent of Forum Equity Partners and the University (as owner) is to retain the existing commercial zoning, and introduce permission for residential uses, including the new student residence use. We understand the the City is currently reviewing its Zoning By-law, with the goal of updating the By-law to conform to the Official Plan. This will result in a new zone for the subject lands (in the future), which would implement the Mixed-use Corridor designation, and permit residential and commercial uses.

5.1 Residential Use

The lands to the northwest are zoned R4.B-21, while the adjacent commercial use on Janefield Avenue is also zoned SC.1-14. Residential uses exist in the area, generally to the northwest on Janefield Avenue. The Zoning By-law Amendment proposes to permit a student residence use on the subject lands, as a site specific amendment. The student residence use and the future operation of the building would be similar to an apartment building, save for the fact that the units do not contain kitchens, and as such, would not be considered a dwelling unit (in the Zoning By-law). Student residences are noted as permitted uses in the I.2 zone for the University, however they are not a defined term.

The I.2-1 zone, which applies to the University of Guelph, permits “Any University of Guelph Building or Use and any operation directly related to the University.” Parking requirements for University Residence “room” are 1 space for every five (5) beds.


The Residential Apartment (R.4) zones permit an “apartment building”, which is a defined term. The Zoning By-law Amendment proposes to:

- Retain the existing zoning of the lands - Specialized Service Commercial (SC.1.40)
- Permit a student residence, with a specific parking requirement
- Permit an apartment building (to permit dwelling units within the existing structure)



Figure 6:
**City of Guelph
 Zoning By-law
 Schedule 'A'
 (1995-14864)**

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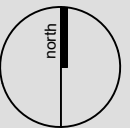
 Subject Lands

DATE: August, 2021

SCALE: 1:5,000

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Service Commercial Zone

The subject lands are zoned SC.1-40. The exception permits a hotel use as the only permitted use, in addition to a maximum height of 8 storeys and specific parking stall sizes. The lands are located within a Mixed-Use Corridor where a range of land uses are planned and permitted. While at this time, additional commercial uses are not proposed, we understand that within the proposed new Zoning By-law, the lands will be zoned a new Mixed-use zone, which would permit both residential and commercial uses. We support this direction.

Student Residence

Student residences are permitted in other areas of the City, on the University campus. The hotel suites and some of the conference rooms will be converted into student residence “rooms.” The lands are ideally situated to provide for student housing, being located along a bus route leading directly to campus, close enough to cycle to campus and in close proximity to numerous commercial uses that the future students will frequent for their day-to-day and week-to-week needs. The re-use of the existing building with a student residence use is appropriate, and conforms to the Official Plan.

Apartment building

As discussed above, the intent is to renovate the existing hotel to create student residence rooms/suites. As this is a unique student housing development (e.g. it will have year-long leases), the Zoning By-law Amendment is also seeking permission for an ‘apartment building’ for the existing structure. The Bylaw does not define ‘student residence’ and while the intended use of the lands is for student housing, to ensure that the operation of the student residence will be permitted, both ‘student residence’ and ‘apartment building’ are requested as permitted uses. The Official Plan permits residential uses, including apartment buildings, and as such the Zoning By-law Amendment conforms to the Official Plan.

Parking

A student residence in the I.2-1 requires 1 parking space for every 5 beds. The proposed development will include 164 suites and 177 beds. If the student residence parking rate were applied, only 36 parking spaces would be required. The Zoning By-law requires 1.5 parking spaces per unit for the first 20 units for an apartment building, and 1.25 spaces for each unit thereafter. If that rate were applied to the proposed development, a total of 205 parking spaces would be required. Given the nature of the use, and its location, this rate is too high and is more reflective of a development whose users rely on the automobile for the majority of their trips.

The student residence rate that applies to lands on the University campus reflects the proximity of the residence to the campus building, and represents the lower demand for parking associated with on-campus student residences. The proposed development of the subject lands includes the same land use, but the building is located off-campus and most students would need to take transit, cycle or drive to campus. As such, the rate of 1 space for every 5 beds is proposed to be increased to 1 space for every

2 beds, in recognition that there is the potential for more students to have vehicles when residing in the building on the subject lands.

In summary, the site specific Zoning By-law Amendment proposes to permit residential uses on the lands, which conforms to the Official Plan designation. Permission for commercial and residential uses is appropriate for the lands. The establishment of specific parking requirements for the student residence use is appropriate in recognition of the uniqueness of the use and the lower demand for vehicles.

6.0 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. The subject lands already contain an existing multi-storey building, located on the southeast corner of the site. The redevelopment does not propose any significant changes to the building’s design, other than minor cosmetic changes to remove past “branding” themes and to add windows in areas that will be utilized for residential purposes but that were previously meeting or conference space.

The existing building would be considered a “mid-rise” building, which is between four (4) and size (6) storeys. The following table summarizes the policies mid-rise buildings and how they relate to the subject lands.

Policy	Response
Mid-rise buildings shall be designed to frame the street they are fronting while allowing access to sunlight to adjacent properties	The location of the building is not changing. The building is situated on the southeastern portion of the site, close to the corner of Scottsdale Drive and Stone Road.
Mid-rise buildings shall be designed to ensure that servicing and automobile parking are appropriately located and screened. Generally, this means that parking is provided underground or at the rear or side of the building	The surface parking lot exists and only minor changes are proposed (primarily the addition of more landscaping). The service areas are at the rear of the building.
Pedestrian access shall be provided to the principal entrance from the public realm	The building has multiple entrances, all of which are accessible via internal sidewalks.
Where buildings front onto a public street and are greater than 30 metres in length, building entrances should be located at regular intervals	There are multiple building entrances, including prominent entrances facing both Stone Road and Scottsdale Drive
Where buildings are taller than four (4) storeys, building length may City of Guelph Official Plan 163 June 2021 Consolidation be restricted through the Zoning By-law to reduce impacts such as shadowing	The building is 4 storeys along Scottsdale Drive and slopes to a lower height towards the west.
Shadow, view and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.	The building is a significant distance from the nearest residential use, such that shadow impacts are not anticipated – notwithstanding the building already exists and no changes to its height or massing are proposed. The same would apply to consideration of wind – the building is set back from the street, has a variation in its height and roofline and no changes to its massing are proposed.



The rendering illustrates the cosmetic changes to the exterior, as well as the addition of new windows and landscaping along the west façade and surface parking area. The new amenity area is also shown, while in the second rendering, the continued use of new colours and a refurbished south facing building entrance are shown.



More specific urban design standards are included within the City of Guelph “Built Form Standards for Mid-Rise Buildings and Townhouses.” These standards include site specific design criteria that consider the location and orientation of buildings, parking, access, and circulation, landscaped space, outdoor amenity space and trees, while considering impacts on the environment. In this regard and in accordance with the City’s urban design objectives, existing site plan efficiencies include the following site characteristics:

- Establish a good relationship between buildings and the street;
- Provide a context based transition zone between the building and the street right of way;
- Create a balance between built form and open space;
- Reduce the visual impact of parking;
- Encourage healthy lifestyle choices, such as active modes of travel;
- Contribute to greening streets and development sites;
- Where permitted, create connections to adjacent streets, trails, natural heritage systems and open spaces; and
- Respect site constraints such as existing trees and grading, engineering requirements, utilities, and noise, and integrate into the final design.

The subject lands are already developed, with an existing building, internal driveways and surface parking. Perimeter landscaping currently exists, and provides a visual buffer between the parking area and adjacent land uses and public streets. No decrease in the perimeter landscaping is proposed, and where opportunities exist, additional landscaping will be used to improve the visual buffer and to soften larger areas of the surface parking lot.

Additionally, in accordance with Corridor policies in the Official Plan and Built Form Standards for Mid-Rise Buildings and Townhouses, the site is well served by existing and proposed bicycle lanes along both Scottsdale Road (an arterial road) and Stone Road (a collector road) connecting the site to the University of Guelph, as well as the broader active transportation network and the City’s downtown area. The site is also well serviced by existing sidewalks along Stone Road and Scottsdale Drive offering an additional form of active connectivity to the broader neighbourhood.

7.0 SUMMARY OF SUPPORTING STUDIES

The following supporting documentation was identified as being required as part of the submission requirements for the Zoning Bylaw Amendment application and have been included as separate reports and Appendices to this report:

Functional Servicing Brief and Stormwater Management Report

MTE Consultants Inc. prepared a Functional Servicing Brief and Stormwater Management Report in support of the development of the lands with a student residence. As discussed earlier in this report, most of the changes to the site are occurring within the existing building, or on the exterior (e.g. to add new windows). The conversion of the hotel suites to student residence studies and suites was reviewed to assess the capacity of the existing services to accommodate the change in use. Further to this, there are some changes to the surface parking area, where some parking and/or loading areas are being removed and replaced with landscaping.

The Report concludes that:

- The existing on-site water, sanitary and storm infrastructure will continue to function as originally designed
- The minor site plan changes (replacing parking areas with landscaping) result in reduced imperviousness and therefore no stormwater quantity or quality controls are proposed
- The anticipated peak sanitary flow rate is 7.08 L/s;
- The anticipated domestic water demand is 1.05 L/s;
- The anticipated OBC and FUS firefighting demand is 9,000 L/min and 23,000 L/min, respectively; and
- The maximum required OBC water supply flow rate of 9,000 L/min can be provided to the existing municipal hydrant with a residual pressure under firefighting conditions of 256.0 kPa for 9,000 L/min, thus meeting the minimum requirements of the Ontario Building Code (2012).

Traffic/Transportation Impact Study

Paradigm Transportation Solutions prepared a Transportation Impact Study (TIS), which assessed the change in use in relation to the surrounding road network, as well as consideration of potential Transportation Demand Management (TDM) measures that could be utilized on the lands to further reduce the need for an automobile.

The lands are currently served by two accesses from Scottsdale Drive. The southerly driveway, which is closest to Stone Road, will change from a full movement to an exit-only access.

The TIS has concluded that:

- All intersections within the Study Area operate with adequate levels of service under existing and 2032 conditions;
- The development is forecast to generate 28 AM Peak Hour trips, 45 PM Peak Hour trips and 44 Saturday Peak Hour trips;
- A northbound left turn lane is not forecast to be warranted on Scottsdale Drive at the North Driveway;
- A northbound left turn lane with a storage length of 15 metres is forecast to be warranted at Janefield Avenue and Scottsdale Drive under the 2027 background horizon;
- The development will include multiple TDM measures, including transit information in the common indoor space, a car share parking space and secure bicycle parking.

8.0 CONCLUSION

This Planning Justification Report concludes that the proposed Zoning By-law Amendment application to permit the conversion of the existing hotel use of the property to a student residence planned for University of Guelph student. The subject lands are well served by existing public transit and active transportation networks offering multiple alternatives for travelling to key destinations in the area. In summary, the proposed development represents good planning and should be supported for the following reasons:

1. The proposed development is consistent with the PPS;
2. The proposed development conforms to the Growth Plan;
3. The development is within the existing “Built-up area” and an existing “Mixed Use Corridor” in the City of Guelph Official Plan which permits a mix of uses, including residential;
4. The proposed development conforms to the City Official Plan, and represents an innovative re-use of an auto-oriented commercial use (hotel) that will activate the site and continue to support the surrounding commercial uses;
5. The proposed Zoning By-law Amendment will continue to permit commercial uses, as well as student residence and apartment building, all of which are compatible with surrounding uses and that are appropriate for the subject lands;
6. The Technical Reports demonstrate that existing infrastructure can support the redevelopment of the lands;
7. Minor improvements to the existing building and site will improve the aesthetics and add additional soft landscaping to the site, breaking up the larger expanses of surface parking.

APPENDIX 'A'

Draft By-law 601 Scottsdale Drive

1. That the lands municipally known as 601 Scottsdale Drive and identified on Schedule 'A' attached hereto, be rezoned from Specialized Service Commercial (SC.1-40) to Specialized Service Commercial (SC.1-40), subject to the following:
2. In addition to the permitted uses in the SC.1.40 zone, the following additional uses shall be permitted:
 - a. Student Residence
 - b. Apartment Building
3. That a maximum density of 150 units per hectare shall apply for a Student Residence or Apartment Building, provided further that, for the purposes of determining the number of units, a suite shall be equivalent to a unit.
4. That the minimum required parking for a Student Residence shall be one (1) space for every two (2) bedrooms.