

PLANNING JUSTIFICATION **REPORT**

ZONING BY-LAW AMENDMENT

725 Imperial Road North
City of Guelph

Date:

March 2024

Prepared for:

Woodlawn Hospitality Group

Prepared by:

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Our File 1346B

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (hereinafter, “MHBC”) has been retained by Woodlawn Hospitality Group (hereinafter, “the Owner”) to provide planning justification for their proposed development of a portion of 725 Imperial Road North, Guelph, Ontario. The property contains a 4-storey hotel, known as the Hampton Inn & Suites, located on the corner of Imperial Road North and vacant lands to the south of the existing hotel. The lands subject to development are currently vacant and comprise approximately 0.81 hectares (8,060 square metres) of the property municipally addressed as 725 Imperial Road North.

The subject lands are proposed to be developed for a 6-storey hotel containing 152 guest rooms. The guest rooms are proposed to be comprised of 75 one and two bed units, and 77 one and two bed suites intended for longer term occupancies. Each unit will have access to one parking space on the property. Amenity space is provided on the ground floor of the development and includes an indoor pool, fitness room, meeting rooms, a breakfast area, and great room.

As the City of Guelph Zoning By-law (2023)-20790 is currently under appeal, the city has advised that all proposed development applications are required to comply with both Zoning By-law (1995)-14864 and Zoning By-law (2023)-20790 .

Under Zoning By-law (1995)-14864 the subject lands are zoned Highway Service Commercial (SC.2-2). The provisions of the SC.2 zone permit a maximum building height of 5 storeys. . The Special Highway Service Commercial Zone SC2.2 includes hotel as a permitted use.

Under Zoning By-law (2023)-20790 the subject lands are zoned Service Commercial (SC). The SC zone permits hospitality uses including a hotel with a maximum building height of 3 storeys.

To implement the proposed development of the subject lands amendments to Zoning By-law (1995)-14864 and Zoning By-law (2023)-20790 are proposed.

Through the future site plan approval process, severance of the existing property is proposed to create a new lot for the 6 storey hotel. The area of the proposed lot is 8,060 square metres and provides 47.9 metres of frontage on Imperial Road. Through the proposed severance, easements will be required to permit shared access and parking areas.

1.1 Complete Application

A Development Review Committee pre-submission meeting was held on October 12, 2023. A copy of the Development Review Committee Meeting Minutes are appended to this report (**Appendix A**). City staff identified the following requirements as part of a ‘complete application’:

- Concept Plan

Planning Justification Report

- Planning Justification Report, including: Draft Zoning By-law Amendment and Community Energy Initiative
- Sustainable Design Checklist
- Image of Site or Rendering
- Building Elevations Drawings and Floor Plans
- Tree and/or Vegetation Inventory Report
- Preliminary Landscape Plan
- Feasibility Noise Study
- Traffic Geometric Plans
- Functional Servicing Report
- Storm Water Management Report and Plan
- Grading and Drainage Plan
- Geotechnical Report
- Site Servicing Plan
- Phase 1 and Phase 2 Environmental Site Assessment

All reports, studies and plans have been submitted as part of the zoning amendment application.

2.0 Context

The subject lands are located at 725 Imperial Road North in the City of Guelph (“the City”). The development of the subject lands proposes for a 6-storey hotel with a total of 152 guest rooms.

The subject lands are approximately 0.81 hectares (8,060 square metres) in size with approximately 47.9 metres of frontage along Imperial Road North. The subject lands are bound by a pre-existing 4-storey hotel to the north and service commercial uses to the east, west and south. The location of the subject lands is identified on **Figure 1**.

The subject lands are currently vacant and as such, no demolition is required to accommodate the proposed development. The surrounding area is predominantly comprised of employment uses including industrial uses and service commercial uses. The locational context of the subject lands is identified on **Figure 2**.



Image 1 - View looking east to subject lands

NORTH: Immediately north of the subject lands is the existing 4-storey hotel and the east-west leg of Imperial Road north. Further north are industrial land uses. Northwest of the subject lands are natural heritage lands.

EAST: Immediately east of the subject lands is a used auto sales dealership and service commercial uses including appliance retailers, furniture stores, and restaurants.

SOUTH: The area south of the subject lands is characterized by service commercial uses including fast-food restaurants, commercial recreational uses, and a gas station. Further south are industrial and employment uses including WestRock of Canada, a packaging manufacturing facility.

WEST: Immediately west of the subject lands is Imperial Road, beyond which is the Galaxy Cinema, a gas station, car wash, and a number of restaurants. Further southwest on Woodlawn Road are a number of automobile dealerships and industrial/employment uses including Linamar, PowerCor Manufacturing and Johnson & Johnson Inc.

The subject lands are well connected to the arterial and collector road network, existing public transit and existing and planned active transit infrastructure. Specifically, the subject lands have good access to Woodlawn Road which is an arterial road and becomes Highway 7, and Imperial Road which is a designated collector road south of the intersection of Imperial Road and Woodlawn Road. The subject lands have good access to Provincial Highway 6 (Hanlon Expressway) which is located east of the proposed development.

The subject lands are serviced by the existing public transit system, including the following routes:

- Route 20 (Northwest Industrial) provides transportation throughout the Northwest Industrial Park with connections to Downtown Guelph. In Downtown Guelph, there are numerous connecting bus routes with access to the University of Guelph, Stone Road Mall, and the south end of the City. Stops for Route 20 are located directly west of the subject lands on Imperial Road.
- Route 17 (Woodlawn Watson) is a large loop generally along Woodlawn Road, Imperial Road, Elmira Road, Wellington Street West, Hanlon Expressway, College Avenue, Stone Road, Victoria Road south, York Road, Watson Parkway, Eastview Road and Victoria Road north. Stops for Route 17 are located to the east of the subject lands along Woodlawn Road and to the south along Imperial Road north.
- Route 18 (Watson Woodlawn) is a large loop traveling in the opposite direction of Route 17. Stops for Route 18 are located to the south of the subject lands along Imperial Road north and to the east on Woodlawn Road west.

In terms of active transit, the subject lands are located with good access to proposed City trails on Imperial Road. The City's integrated trail network provides access to a range of recreational uses, commercial, retail, personal services and other destinations in the City. The subject lands are also located with good access to bicycle infrastructure. There is a dedicated multi-use path on Woodlawn Road east of the subject lands and dedicated bike lanes on Imperial Road south of the intersection with Woodlawn Road. Woodlawn Road and Imperial Road are part of the On-Street Spine Cycling Network, as indicated on Figure 3 of the City's Transportation Master Plan (2022).

In summary, the subject lands are well located in an established area of the City. The surrounding area is complemented with commercial, employment and recreational uses.

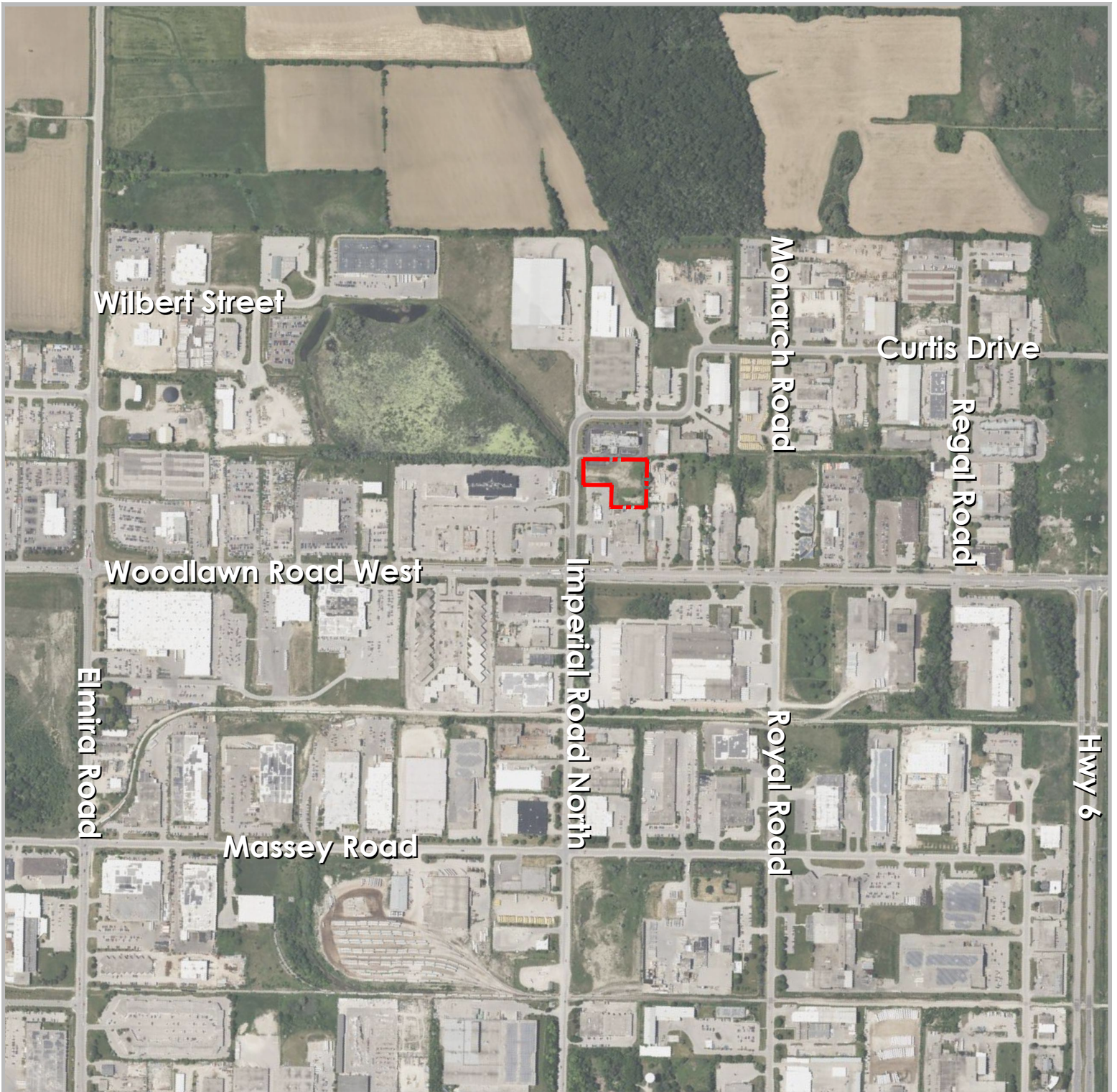



Figure 1:
Location Map

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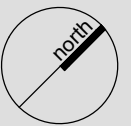
 Subject Lands

Date: March, 2024

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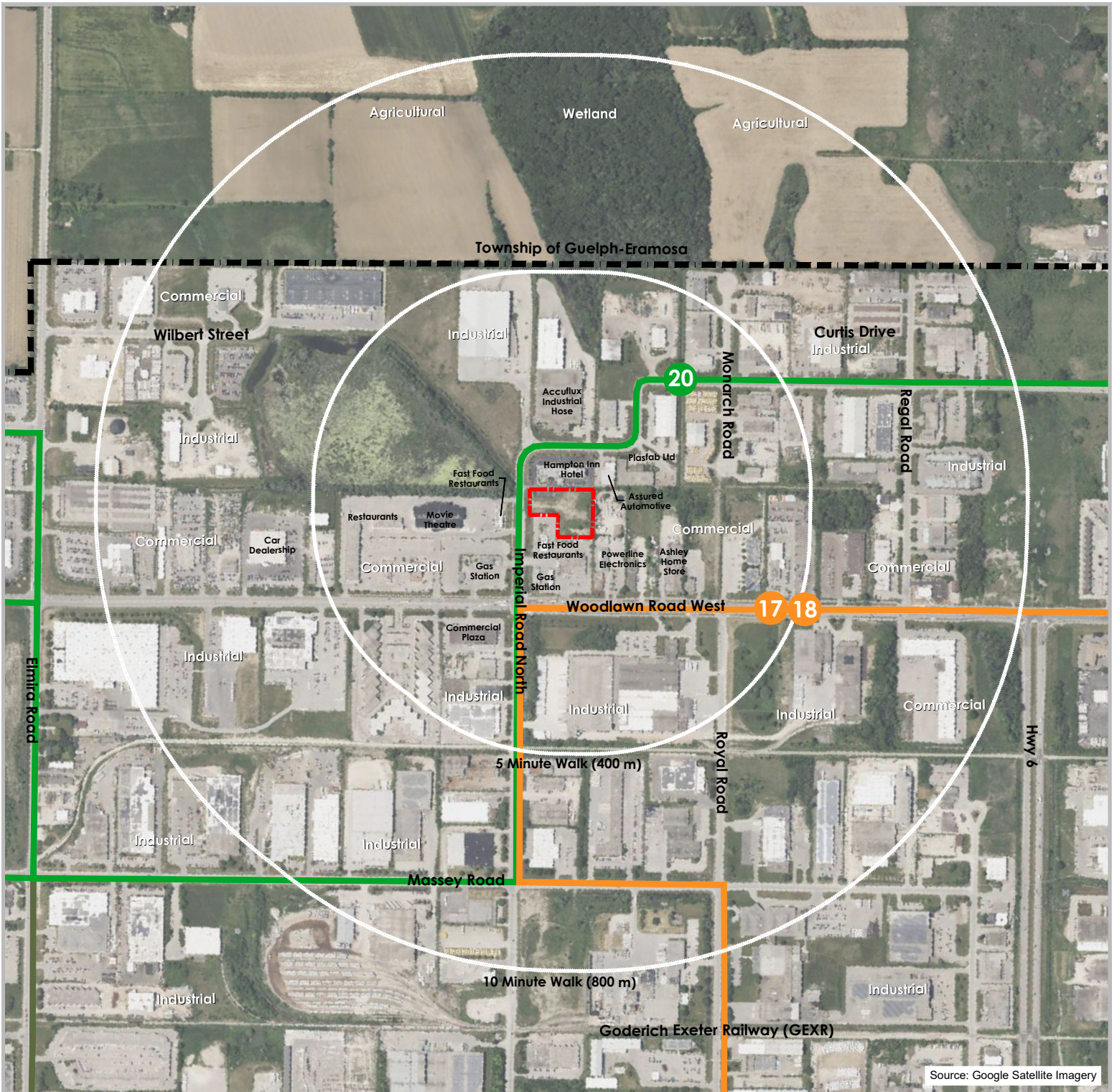
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K:1346B - 725 Imperial Road North, Guelph\RP\T\F1_Location Map_28MAR2024.dwg

725 Imperial Road North
City of Guelph
County of Wellington





Source: Google Satellite Imagery



Source: Google Satellite Imagery

Figure 2:
Context Map

LEGEND

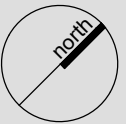
-  Subject Lands
-  City Boundary
-  5 min and 10 min Walking Distance
-  Guelph Transit Route

Date: March, 2024

Scale: 1:10,000

File: 1346B

Drawn: CCF



K\1346B - 725 Imperial Road North, Guelph\RP1VF2_Context Map_28MAR2024.dwg

725 Imperial Road North
City of Guelph
County of Wellington

3.0 Description of Proposal

The proposed development would establish a 6-storey hotel containing 152 guest rooms consisting of 75 one room units, and 77 suites. The proposed development is adjacent to a pre-existing 4-storey hotel. Access to the proposed development is proposed to be shared with the existing 4-storey hotel. Parking will be provided along the north and east sides of the building. Each unit within the proposed development will be allocated a single parking space, ensuring sufficient parking availability. The preliminary Site Plan is provided as **Figure 3**.

3.1 Proposed Site Design

3.1.1 Site Function

The proposed hotel use contains 152 guest rooms comprised of 75 rooms intended for short term use and 77 suites proposed for longer term occupancies. The suites are provided with the intent of providing transitory accommodation options.

The proposed hotel has been situated to front onto Imperial Road North, with two points of access from Imperial Road. Both accesses are shared with the existing 4 storey hotel. The first access is provided from the west side of the property, while the second access is provided to the north. The design of the site access aims to minimize the amount of two-way traffic from the west entrance, and provides two points of access for emergency services. The proposed accesses maintain a fire route and applicable turning radius for waste removal vehicles.

The existing 4 storey hotel contains 94 guest rooms while the proposed 6 storey hotel contains 152 guest rooms, providing a total of 246 guest rooms on the subject lands. A total of 246 parking spaces are proposed on the site plan and provide parking for the existing and proposed hotels at a rate of one space per guest room. Of the total parking spaces proposed, 22 spaces are provided as compact spaces, and 7 spaces are provided as accessible parking.

As noted, through the future site plan approval process, severance of the existing property is proposed to create a new lot for the 6 storey hotel. The area of the proposed lot is 8,060 square metres and provides 47.9 metres of frontage on Imperial Road. Through the proposed severance, easements will be required to permit shared access and parking areas.

3.1.2 Built Form

The 6-storey hotel is proposed to be built in an "L-shape", facing outwards and setback from Imperial Road North. The design of the hotel will ensure that its elevations complement the design of the adjacent hotel to the north, as well as other service commercial buildings in the area. Preliminary elevations of the proposed hotel have been submitted with this Zoning By-law Amendment application.

Servicing, meters, and utility elements will be integrated into the building design to minimize their visual impact from the public realm and pedestrian areas.

3.1.3 Amenity Space

Amenity space is provided on the ground floor of the development in the form of an indoor pool, fitness room, meeting rooms, a breakfast area and a great room. Outdoor amenity space is also provided on the west side of the proposed building adjacent to meeting rooms and a patio space near the main entrance on the north side of the proposed building.

3.1.4 Landscaping Opportunity

The proposed development provides an opportunity for landscaping along the property line and surrounding the building. Landscaping is provided with a green space area along the front of Imperial Road North, and scattered plots of landscaping are spread along the main entrance of the north side of the building. Landscape buffers are also provided throughout the parking area and are used as a natural separation from utilities and the surrounding adjacent lands.

The preliminary landscape design provides for a pollinator garden between the proposed amenity space and Imperial Road street frontage. The pollinator garden promotes compliance with the City of Guelph sustainability requirements. The landscape design provides indigenous plants species that are drought and salt resistant throughout the site to promote naturalization. The proposed design provides for a minimal volume of sod, which is limited to the rear of the building and provided to accommodate the needs of guests with pets.

3.1.5 CPTED Considerations

The proposed development has been designed with consideration of the basic concepts of Crime Prevention Through Environmental Design (CPTED).

Natural Surveillance

Natural surveillance occurs by designing the placement of physical features, activities, and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. It is directed at keeping intruders under observation based on the theory that a person inclined to engage in criminality will be less likely to act on their impulse if he or she can be seen. The proposed development achieves natural surveillance by:

- Maximizing the number of "eyes" watching the site by creating a visual connection and maintaining unobstructed views from within the building to the exterior, as well as, between the street, the sidewalk, and the building.
- Proposing spaces and uses that are capable of generating activity (outdoor patios facing the public realm).

- Placing windows along all sides of the building that overlook landscaped areas, public sidewalks, parking and roadways.
- Designing lighting plans that avoid creating blind spots and ensuring potential problem areas are well lit (pedestrian walkways, entrances/exits, parking, etc.).

Access Control

Access control is achieved by clearly differentiating between public space and private space. The principle of access control is directed at decreasing crime opportunity. The overall goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime. The proposed development achieves access control by:

- Providing clearly identifiable points of entry into the hotel
- Providing keycard access for hotel users
- Creating well-defined driveways for vehicular access

Territorial Reinforcement

Territorial Reinforcement is the intentional design of the site to create a “border” between private and public property. These measures are not meant to prevent anyone from physically entering, but to create a feeling of territoriality and send a message to offenders that the property belongs to someone. The proposed development achieves the principle of territorial reinforcement by:

- Clearly delineating private from public property via pavement treatments, landscaping, addressing signage, etc.
- Delineating desired pedestrian and vehicular circulation.

Maintenance

The other key aspect of CPTED is property maintenance; on the premise that good maintenance practices and upkeep send the message that the property is cared for on a regular basis. Following construction of the development, the property owners will ensure that the building and grounds are well maintained.

4.0 Proposed Application

To implement the development of the subject lands as proposed, amendments to both Zoning By-law (1995)-14864 and Zoning By-law (2023)-20790 are proposed. The following section provides an analysis of the proposed developments compliance to both zoning by-laws and identifies the proposed amendments.

4.1 Amendment to Zoning By-law (1995)-14864

The Highway Service Commercial (SC.2-2) zone accommodates a range of service commercial uses including: Auction Centre, Car Wash, Catering Service, Food Vehicles, Garden Centre, Hotel, Restaurant, Tavern, Retail sales and display of: furniture, household furnishings, hardware, home improvement materials, electronics and audiovisual equipment, Storage Facility, Tradesperson's Shop, Vehicle Gas Bar, Vehicle Parts Establishment, Vehicle Sales Establishment, Vehicle Service Station, Vehicle Specialty Repair Shop, and Veterinary Services. As such, a hotel is a permitted use in the SC.2-2 zone.

Table 6.4.2 in Zoning By-law (1995)-14864 provides a maximum building height of 5 Storeys for lands zoned SC.2. The subject lands development as proposed provides a building height of 6 storeys.

Section 4.13.4.2 of Zoning By-law (1995)-14864 provides that hotel uses are required to provide 1 parking space per guest room, plus 1 parking space per 10m² of GFA open to public. The existing 4 storey hotel contains 94 guest rooms and 210m² of GFA excluding corridors, lobbies and foyers resulting in a total of 115 required parking spaces. The proposed 6 storey hotel provides 152 guest rooms and 186m² of GFA excluding corridors, lobbies and foyers resulting in a total of 171 required parking spaces. For the two hotels a total of 286 parking spaces are required.

The proposed development provides for a total of 246 parking spaces at a rate of one space per guest room. Of the total of 246 parking spaces 224 are proposed at 2.75 metres in width and 5.5 metres in length, in compliance with section 4.13.3.2.3 of the zoning by-law. The remaining 22 spaces are proposed as compact car parking spaces 2.4 metres in width and 5.5 metres in length.

The proposed Zoning By-law Amendment seeks to permit a maximum building height of 6 storeys, a parking rate of one space per guest room for both the existing and proposed hotel uses, and permit 9% of the required parking to be provided as compact car spaces.

The following table identifies the zone regulations and proposed amendments marked with a red asterisks.

Table 1 - Zoning By-law (1995)-14864 Compliance

SC.2-2 Zone Regulations	Required	Proposed
Minimum Lot Frontage (6.4.2 row 3)	30 metres	47.9 metres
Minimum Front and Exterior Side Yard (6.4.2 row 4)	6.0 metres	12.5 metres
Minimum Side Yard (6.4.2 row 5)	3.0 metres	3.0 metres
Minimum Rear Yard (6.4.2 row 6)	9.5 metres	43.9 metres
Maximum Building Height (6.4.2 row 7)	5 storeys	6 storeys *
Minimum Landscaped Open Space (6.4.2 row 11)	10% of lot area	23% of lot area
Off-Street Parking (4.13.4.2)	1 space per guest room, plus 1 parking space per 10m ² of GFA open to public (excluding corridors, lobbies and foyers)	1 space per guest room *
Compact Car Parking	n/a	9% of minimum required parking spaces *

A draft zoning by-law amendment to By-law (1995)-14864 is included at **Appendix B** for information purposes.

4.2 Amendment to Zoning By-law (2023)-20790

The Service Commercial (SC) zone accommodates a range of low-density service commercial types including hotels. As such, the proposed hotel is a permitted use on the subject lands.

Section 8.3.2 (c) in Zoning By-law (2023)-20790 provides a maximum building height of 3 Storeys for lands zoned SC. The subject lands development as proposed provides a building height of 6 storeys.

Section 8.3.2 (b) in Zoning By-law (2023)-20790 requires a minimum buffer strip width of 3 metres adjacent to interior side yard, rear yard and street line for lands zoned SC. The subject lands development as proposed provides a 3 meter width buffer strip for the rear yard and street line, and a 1 meter width buffer strip for the side yards.

Section 5.2.3 (a) in Zoning By-law (2023)-20790 requires a minimum separation of 3 metres from any street line or any other property line to parking areas or parking spaces. The subject lands development as proposed provides a minimum of 3 meters separation from the street line, rear property line and south property line to parking areas or parking spaces and a 1.5 meter separation from the proposed severance line to the north.

The proposed Zoning By-law Amendment seeks to permit a maximum building height of 6 storeys, a reduced side yard buffer strip width of 1 metre, and a reduced parking space separation from the north property line of 1.5 metres.

The following table identifies the zone regulations and proposed amendments marked with a red asterisks.

Table 2 - Zoning By-law (2023)-20790 Compliance

SC Zone Regulations	Required	Proposed
Lot Frontage (min) 8.3.2 (a)	30 metres	47.9 metres
Front and Exterior Side Yard (min) 8.3.2 (b)	6 metres	12.5 metres
Front and Exterior Side Yard (max) 8.3.2 (b)	13 metres	12.5 metres
Interior Side Yard (min) 8.3.2 (b)	3 metres	3 metres
Rear Yard (min) 8.3.2 (b)	One-half of building height and not less than 6 metres: 9.5 metres	43.9 metres
Buffer Strip (min) 8.3.2 (b)	3 metres width adjacent to interior side yard, rear yard and street line	3 metres width adjacent to rear yard and street line 1 metre width to interior side yard *
Landscaped Open Space (min) 8.3.2 (b)	10% of lot area	23% of lot area
Building Height (max) 8.3.2 (c)	3 storeys	6 storeys *
Maximum Building Length (max) 8.3.2 (c)	75 metres for Buildings located within 15 metres of a street for the portion of the building adjacent street line	Approximately 20 metres
First Storey Transparency (min) 8.3.2 (c)	30% of the surface area of the first storey for building façade within 15 metres of an existing or proposed arterial or collector road	n/a
Active Entrance 8.3.2 (c)	1 active entrance for every 30 metres of building façade within 15 metres of and facing an existing or proposed arterial or collector road	n/a
Off-Street Parking 5.5 (a) table 5.3 row 38.	1 space per guest room	1 space per guest room
Compact Car Parking (max) 5.3.3 (a)	15% of minimum required parking spaces	9% of minimum required parking spaces
Location of Off-Street Parking 5.2.3 (a)	No parking area or parking space shall be located within 3 metres of any street line or any other property line	No parking area or parking space shall be located within 3 metres of any street line or the east and south property line and within 1.5 metres of the north property line *
Accessible Parking Spaces (min) 5.7 (a)	2 spaces plus 2% of required spaces (2 spaces +(246 spaces*2%) =7 spaces)	7 spaces (3 Type A and 4 Type B)

Bicycle Parking, short term (min) 5.8 (a)	4% of required parking spaces	4% of required parking spaces
Bicycle Parking, long term (min) 5.8 (a)	4% of required parking spaces	4% of required parking spaces
Electric Vehicle Parking Spaces (min) 5.9 (c)	10% of required spaces	10% of required spaces
Designed Electric Vehicle Parking Spaces (min) 5.9 (c)	20% of required spaces	20% of required spaces

A draft zoning by-law amendment to By-law (2023)-20790 is included at **Appendix C** for information purposes.

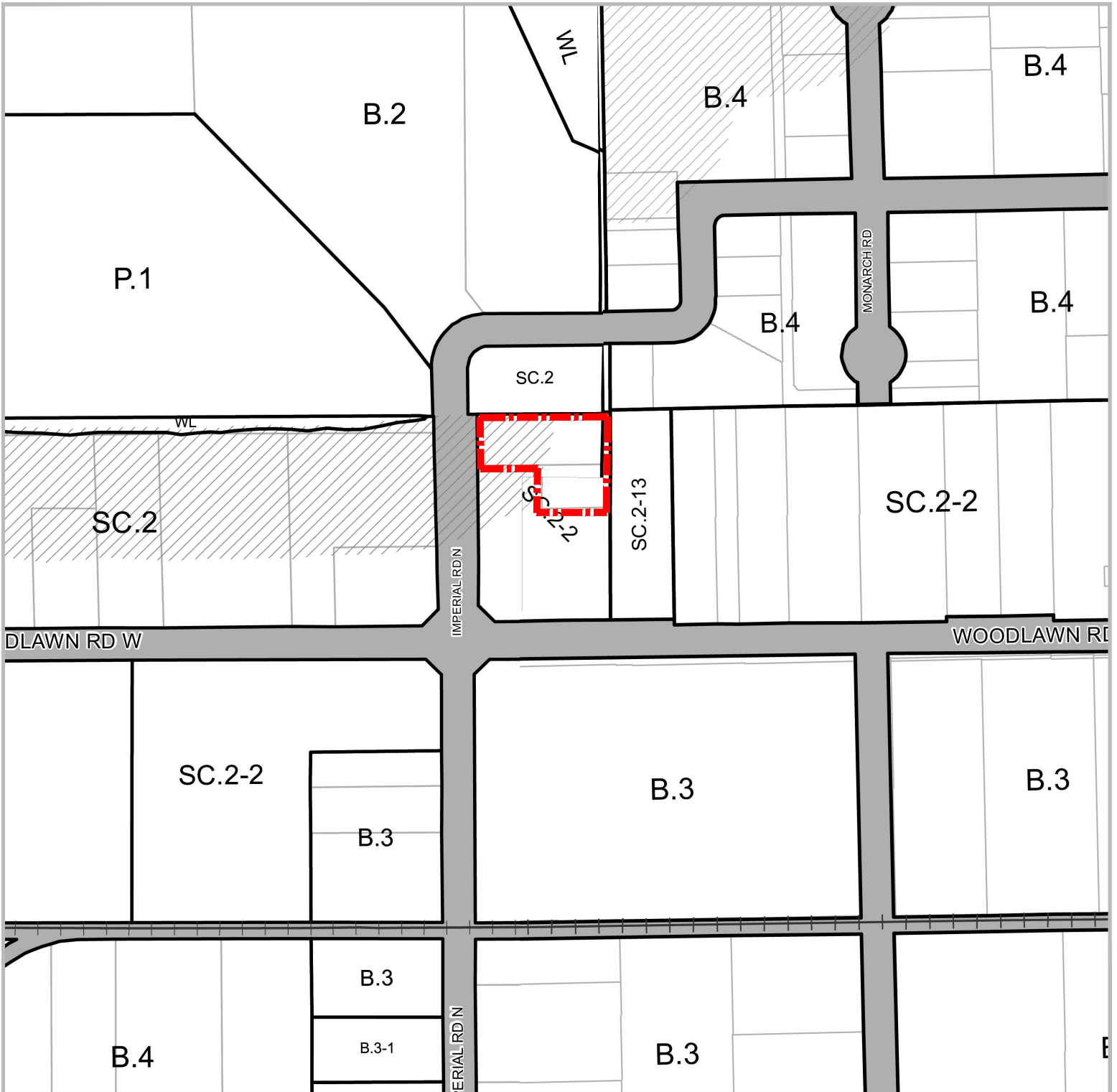




Figure 4:
Zoning By-law
(1995-14864)

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-  Subject Lands
-  Lands Adjacent to Provincially Significant Wetlands
- Zoning (City of Guelph)
 - B.2 Industrial B.1 Zone
 - B.3 Industrial B.3 Zone
 - B.4 Industrial B.4 Zone
 - P.1 Conservation Land P.1 Zone
 - SC.2 Highway Commercial (SC.2) Zone
 - WL Natural Heritage Features

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725 Imperial Road North
City of Guelph
County of Wellington

Source: City of Guelph, Zoning By-Law (1995) - 14864, Schedule 'A', Key Maps 3 and 8, 1995

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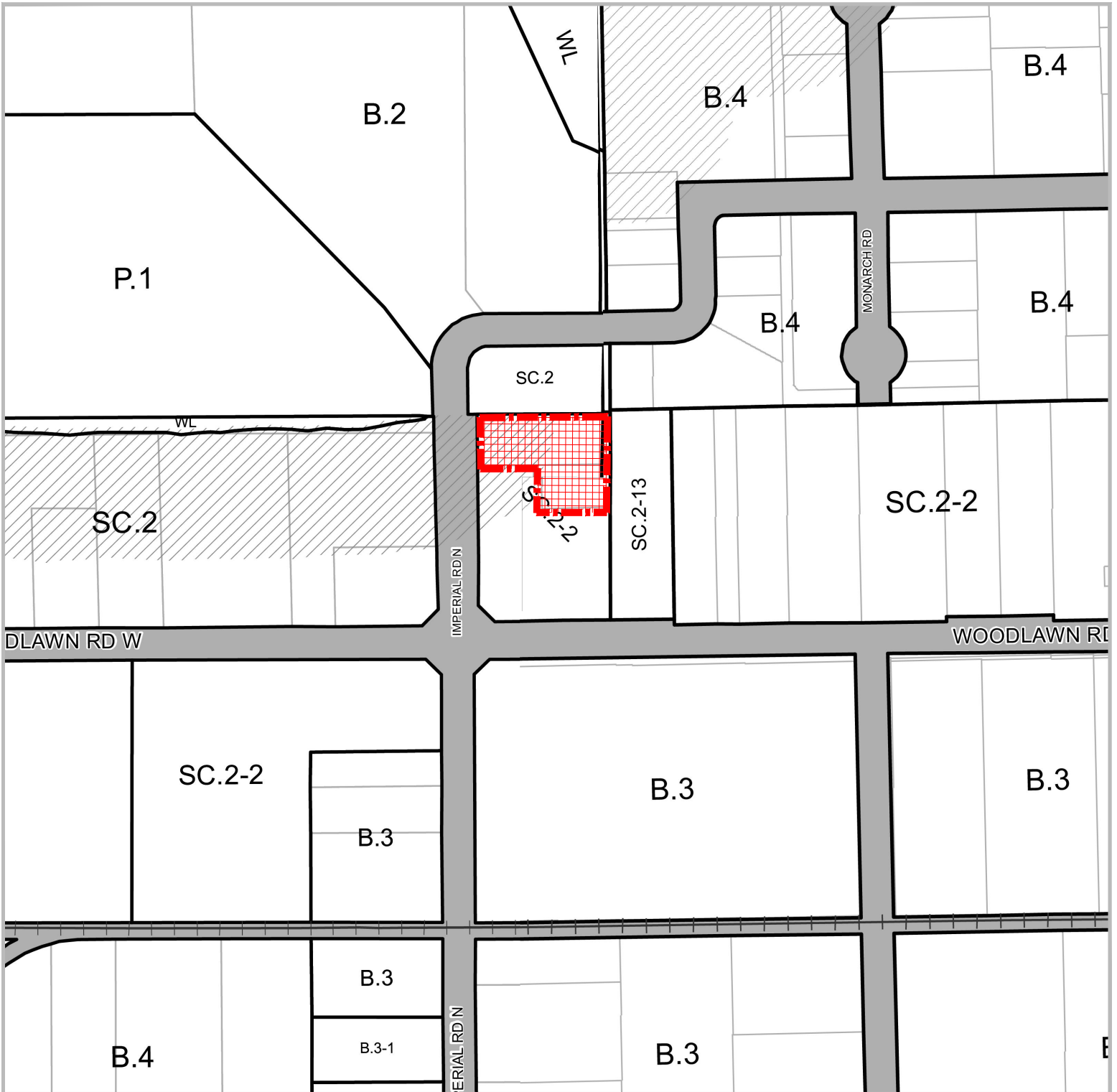





Figure 5:
 Proposed Zoning
 By-law Amendment
 (1995-14864)

LEGEND

-  Subject Lands
-  Lands to be zoned SC.2-XX
-  Lands Adjacent to Provincially Significant Wetlands

- Zoning (City of Guelph)
- B.2 Industrial B.1 Zone
 - B.3 Industrial B.3 Zone
 - B.4 Industrial B.4 Zone
 - P.1 Conservation Land P.1 Zone
 - SC.2 Highway Commercial (SC.2) Zone
 - WL Natural Heritage Features

Date: March, 2024

Scale: 1:5,000

File: 1346B

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725 Imperial Road North
 City of Guelph
 County of Wellington

Source: City of Guelph, Zoning By-Law (1995) - 14864, Schedule 'A', Key Maps 3 and 8, 1995

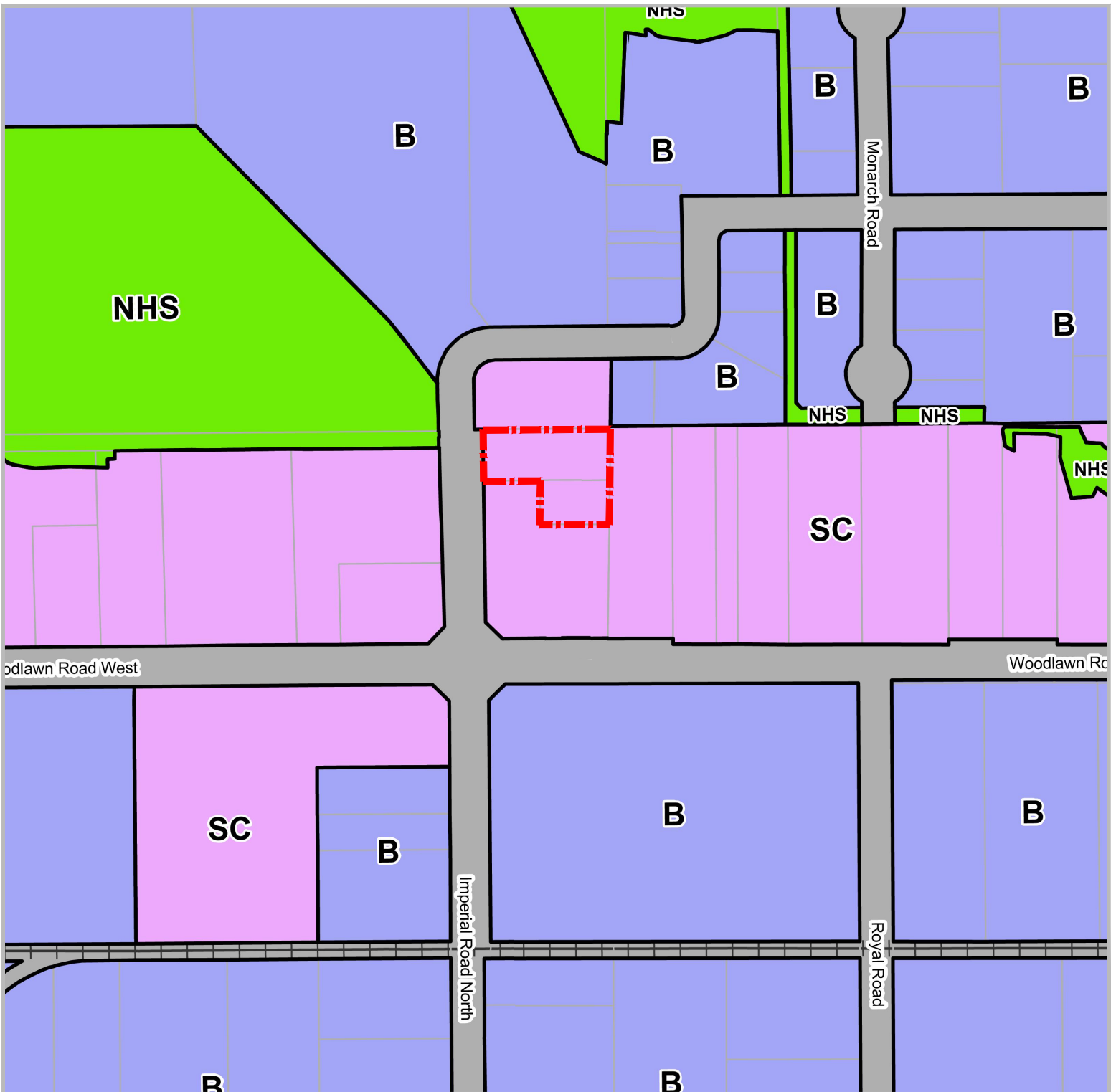


Figure 6:
Zoning By-law
(2023-20790)

LEGEND

 Subject Lands

Zoning (City of Guelph)
 B Industrial Zones
 NHS Natural Heritage Zones
 SC Service Commercial Zones

Date: March, 2024

Scale: 1:5,000

File: 1346B

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K:113 6B - 725 Imperial Road North, Guelph\RP\T\F6_Zoning Map_2023-20790_28MAR2024.dwg

725 Imperial Road North
 City of Guelph
 County of Wellington

Source: City of Guelph, Zoning By-Law (2023) - 20790, Schedule 'A', Key Maps 3 and 8, 2023

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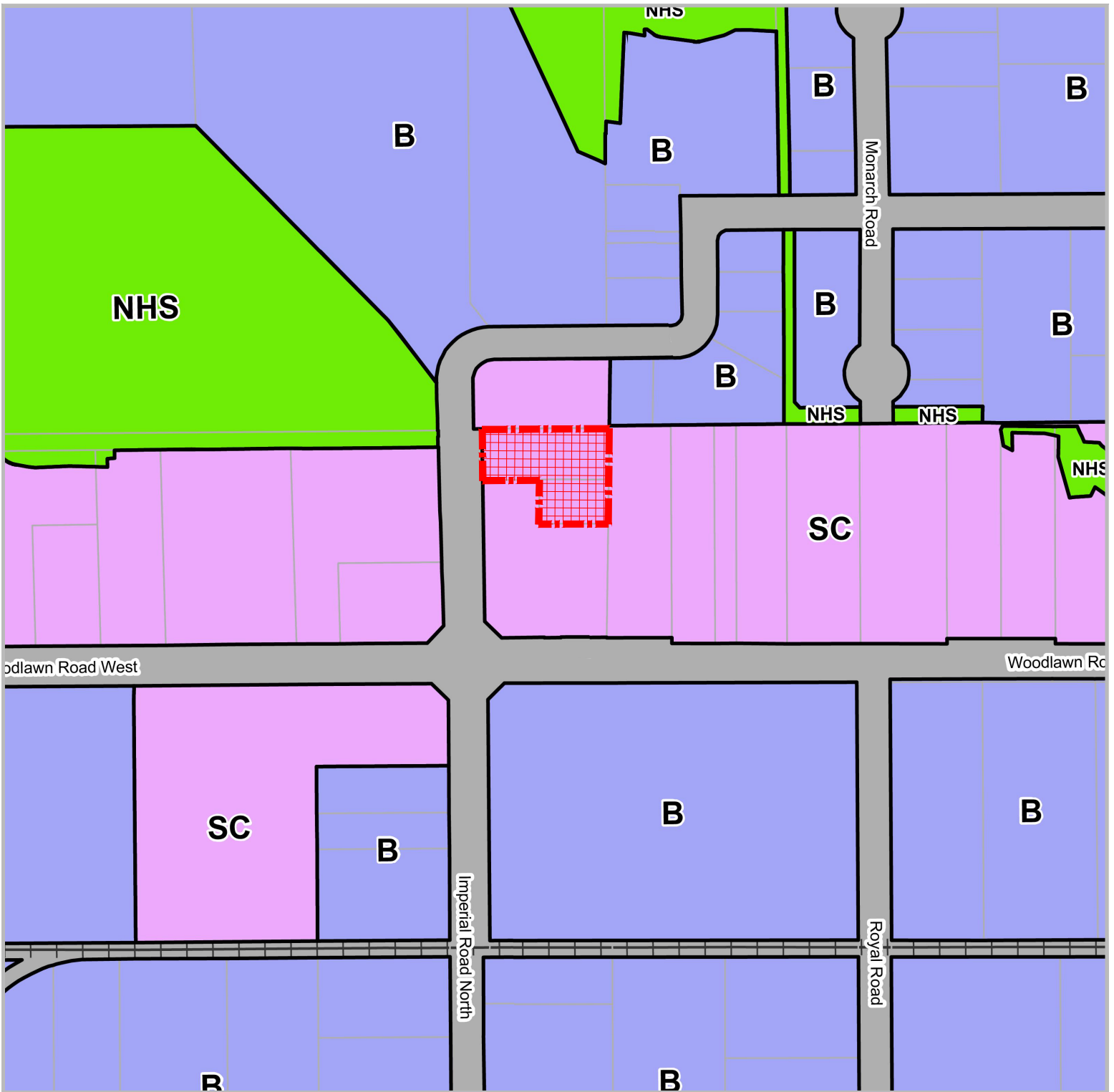




Figure 6:
Proposed Zoning
By-law Amendment
(2023-20790)

LEGEND

-  Subject Lands
-  Lands to be zoned SC-XX

Zoning (City of Guelph)
 B Industrial Zones
 NHS Natural Heritage Zones
 SC Service Commercial Zones

Date: March, 2024

Scale: 1:5,000

File: 1346B

Drawn: CCF



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725 Imperial Road North
 City of Guelph
 County of Wellington

Source: City of Guelph, Zoning By-Law (2023) - 20790, Schedule 'A', Key Maps 3 and 8, 2023

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 ARCHITECTURE

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5.0 Policy Analysis

5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (“PPS”) was issued by the Province of Ontario in accordance with Section 3 of the Planning Act. The 2020 PPS applies to all decisions regarding the exercise of any authority that affects a land use planning matter made on or after May 1st, 2020.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources, and public investment in infrastructure. The PPS encourages a diverse mix of land uses in order to provide choice and diversity to create complete communities. In the document, it is discussed that a variety of modes of transportation are required to facilitate pedestrian movement, increase active transportation opportunities, and reduce reliance on the automobile. The PPS strongly encourages development that will provide long term prosperity, environmental health, and social wellbeing. One of the key considerations of the PPS is that planning decisions ‘shall be consistent’ with the Policy Statement. The following is an analysis of the proposed development in the context of the policies in the PPS.

5.1.1 Settlement Areas

Policy 1.1.3.1 of the PPS states that Settlement Areas shall be the focus for growth and development. Settlement areas are urban areas and rural settlement areas within a municipality that are built-up areas where development is concentrated and which have a mix of land uses and lands which have been designated in an official plan for development of the long term planning horizon (25 years). The subject lands are located within Built-up Area of City of Guelph and are designated for residential uses. Accordingly, the subject lands are located within a settlement area. Policy 1.1.3.2 provides that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.4 provides that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. The PPS defines intensification as:

the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*
- c) infill development; and;*
- d) the expansion or conversion of existing buildings.*

The subject lands are located within the built-up area of the City of Guelph and will effectively utilize existing infrastructure, including servicing and transportation infrastructure. The development represents the efficient use of land as it will result in the intensification of an underutilized parcel in the built-up area. The proposed redevelopment has been designed to contribute to the mix of service commercial uses in the surrounding community and intensification that provides for a hospitality uses within an existing commercial and employment area. The proposed development will benefit from and provide support for existing transit infrastructure within the community, including existing bus routes.

5.1.2 Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 of the PPS states that healthy, active communities should be promoted by: planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The proposed redevelopment includes an internal sidewalk and walkway network that is planned to connect to Imperial Road, facilitating active transportation opportunities and enhancing community connectivity. The development also includes a private amenity area that will foster opportunities for social interaction.

5.1.3 Sewage, Water and Stormwater

As per policy 1.6.6.2 of the PPS, municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. The Functional Servicing and Stormwater Management Report, prepared in support of the proposal, assesses the feasibility of servicing the subject lands and conclude that the proposed development can be adequately serviced through connections to existing sanitary, storm and water infrastructure.

5.1.4 Transportation

Policy 1.6.7 of the PPS provides that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods and are appropriate to address projected needs. The PPS also provides that land use patterns, density and mix of uses should be promoted that minimize the length of vehicle trips and support current and future use of transit and active transportation.

The proposed redevelopment will be appropriately connected to the existing road network. Access to the site is proposed from Imperial Road via a private driveway. Imperial Road is a local road with direct connections to Woodlawn Road which is an arterial road capable of moving moderate to large volumes of traffic; Woodlawn Road intersects with Imperial Road (collector) south of the subject lands to facilitate the movement of people throughout the City. The proposed redevelopment contains sidewalks throughout the site and with connections to the municipal sidewalk on Imperial Road in order to incorporate pedestrian connectivity to the existing road and trail networks and to nearby transit options. The subject lands are well served by and integrated with the existing transportation network.

5.1.5 Conclusion

Based on the above, the proposed Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.

5.2 A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2020

The Minister of Municipal Affairs and Housing issued a new Growth Plan for the Greater Golden Horseshoe (“The Growth Plan”) effective on May 16, 2019 and amended on August 28, 2020. The 2020 Growth Plan replaces the previous version of the Growth Plan for the Greater Golden Horseshoe as issued in 2019 and 2017. The 2020 Growth Plan maintains the intent of the 2019 Growth Plan: to represent the long-term framework for implementing Ontario’s vision for building strong, prosperous communities and managing growth within the Greater Golden Horseshoe. All land use planning decisions made by any authority that affects a planning matter must conform to the Growth Plan.

Per Schedule 1: Greater Golden Horseshoe Growth Plan Area, the subject lands are identified as being within the Greater Golden Horseshoe Growth Plan Area. Further, Schedule 2: A Place to Grow Concept identifies the subject lands as being within the Built-Up Area – Conceptual.

The Growth Plan is guided by the principles of supporting the achievement of complete communities; intensification & higher densities to make efficient use of land, infrastructure, and support transit viability; capitalizing on new economic and employment opportunities while providing certainty for traditional industries; supporting a range and mix of housing options; improving the integration of land use planning with investment in infrastructure and public service facilities; managing growth; conserving and promoting cultural heritage; protecting and enhancing natural heritage and agriculture; and integrating climate change considerations into planning and managing growth. The following is an analysis of the proposed development in the context of the Growth Plan.

The Growth Plan emphasizes the establishment of “complete communities”. Complete communities are defined as:

“Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most

of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.”

Section 2.1 of the Growth Plan describes that complete communities are well designed to meet the needs for daily living throughout a lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and housing. Complete communities support transit, active transportation, and provide high quality open space and support climate change mitigation.

The proposed development contributes to the overarching direction of the policies on complete communities within the Growth Plan by contributing 152 guest rooms, amenities and commercial meeting spaces within the City’s Built-Up Area. The subject lands are predominantly surrounded by employment and industrial uses and as such the proposed development would contribute to the range and mix of land uses, not only in the immediate vicinity, but also within the City of Guelph.

The proposed development further promotes the efficient use of land and infrastructure and is supportive of transit viability.

Based on the above, it is concluded that the proposed Zoning By-law Amendment conforms to the policies of A Place to Grow.

5.3 City of Guelph Official Plan

The City of Guelph Official Plan (the “Official Plan”) was adopted by Council November 1st, 1994 and approved by the Minister of Municipal Affairs on December 20, 1995. It has since been comprehensively amended. Most recently, the City of Guelph adopted Official Plan Amendment 80 on July 11th, 2022; OPA 80 was subsequently approved by the Minister of Municipal Affairs and Housing, with modifications, on April 11th, 2023.

The Official Plan is a future oriented document that sets out a course for the desired development of Guelph to 2051. It recognizes that future objectives can only be achieved through a strategic vision, policies and actions. Ultimately, the Official Plan establishes a framework to retain and improve the quality of life for residents of the City of Guelph.

5.3.1 Built-up Area

The subject lands are located within the Built-Up Area of the City of Guelph on Schedule 1a of the Official Plan. The Built-Up Area has been delineated in accordance with the A Place to Grow. The Official Plan provides that significant portions of new growth will be accommodated within the Built-Up Area through intensification.

The proposal represents intensification within the Built-Up Area and addresses the general intensification policies of the Official Plan, set out at Section 3.4, as follows:

- The proposed development represents the infilling of an underutilized and vacant lot;

- The proposed development is compatible with surrounding land uses, will diversify short term accommodation options and employment opportunities within the community, and will contribute to the range and mix commercial service uses within the community;
- The proposed development will create attractive and vibrant spaces in accordance with the urban design policies of the Official Plan;
- The proposed development has been designed to achieve a high quality of urban design and landscape design;
- The proposed development represents a higher density than the surrounding areas while achieving an appropriate transition of built form compatible to adjacent properties;
- The subject lands are well-located with respect to existing transit stops and active transit infrastructure. The proposed redevelopment will support transit and walking through appropriate connections to existing and planned sidewalks as well as to and nearby transit stops.

Based on the foregoing, the proposal represents appropriate infill development within the Built-Up Area.

5.3.2 Service Commercial Designation

The subject lands are designated '*Service Commercial*' on Schedule 2: Land Use Plan in the Official Plan.

Permitted uses for the *Service Commercial* designation are set out at Section 9.4.6.8 and 9.4.6.9 of the Official Plan and include service commercial uses and complementary uses such as small-scale offices, convenience uses, institutional and commercial recreation or entertainment uses. The Official Plan does not provide a maximum height or density for lands designated *Service Commercial*. The proposed redevelopment contemplates a hotel with a maximum height of 6 storeys. Accordingly, the proposed development is permitted by the Official Plan.

Highway-Oriented Service Commercial land uses are service commercial uses that are particularly well suited to a highway location. These uses usually comprise business activities that require expansive storage components to their operation or are activities catering to tourists and inter-urban traffic.

Sections 9.4.6.1 through 9.4.6.7 of the Official Plan contain development criteria for development and intensification of lands designated service commercial. These policies are intended to be used to assess development proposals within all service commercial designations and implement the objectives of the service commercial designation. The following provides an assessment of how these policies have been addressed:

The Service Commercial designation on Schedule 2 of this Plan is intended to provide a location for highway-oriented and service commercial uses that do not normally locate within Downtown because of site area or highway exposure needs and which may include commercial uses of an intensive nature that can conflict with residential land uses.

- The proposed development provides a service commercial use has been designed to integrate common parking areas and internal access roads with the adjacent 4-storey hotel

To promote continued commercial viability of Downtown and planned Mixed-use and Commercial areas; the City will limit the range of retail commercial uses that may locate within the Service Commercial designation.

- The proposed development has been designed to integrate common parking areas and internal access roads with the adjacent 4-storey hotel

Development proposals within Service Commercial designations will be considered only in instances, where adequate vehicular access, off-street parking and all municipal services can be provided.

- The proposed development and Zoning By-law Amendment provide for adequate vehicular access and off-street parking to accommodate the hotel use.
- The Functional Servicing and Stormwater Management Design Report prepared by GM BluePlan in support of this application confirms all municipal services can be provided for the proposed development.

In some circumstances development may not necessarily be provided with direct access to arterial roads. The City shall encourage integration between adjacent service commercial uses in terms of entrances to public streets, internal access roads, common parking areas, grading, open space, stormwater management systems and municipal infrastructure provision where feasible.

- The proposed development has been designed to integrate common parking areas and internal access roads with the adjacent 4-storey hotel

The City will require the aesthetic character of site and building design to conform to the Urban Design policies of this Plan and applicable guidelines and will incorporate measures into the approval of Zoning By-laws and Site Plans to ensure conformity.

- The proposed development conforms to the Urban Design policies of the Official Plan and incorporates measures into the proposed Zoning By-law Amendment to ensure conformity.
- Through the future Site Plan Approval stage detailed building, landscape and lighting design features will be incorporated in conformance with the Urban Design policies and conformity to the Official Plan will be ensured through the approval process and applicable development agreements.

This Plan will promote the retention of service commercial uses within the well-defined areas as identified on Schedule 2 by:

- Discouraging further establishment of new commercial strips and the conversion of lands, located outside of those areas designated Service Commercial on Schedule 2 to commercial use; and*
- Promoting the retention of Service Commercial designations along only one side of arterial roads in the City.*

- The proposed service commercial use is located within lands designated Service Commercial and proposes a form of development that does not include the establishment of new commercial strips.

Where service commercial uses are adjacent to designated residential areas, design mechanisms, including those outlined in the Urban Design policies of this Plan shall be applied to reduce potential incompatibilities. These design mechanisms may be specified in the implementing Zoning By-law and Site Plans and may include building location, buffering, screening and landscaping requirements.

- The subject lands are not located adjacent to designated residential areas. Notwithstanding, the proposed development provides for design mechanisms including landscaped buffer strips, screening, and building setbacks to reduce potential incompatibilities with adjacent lands.

Based on the foregoing, the proposed redevelopment adequately addresses the development criteria for service commercial and intensification projects established in the Official Plan.

5.3.3 Urban Design

Section 8 of the Official Plan contains detailed Urban Design policies which apply to all development in the City. Consideration and reference to the Urban Design policies has informed the proposed site design and the following section has been prepared in support of the zoning by-law amendment application and provides a high level analysis of the proposed development against the Urban Design policies of the Official Plan.

Sustainable Design

The proposed site design will support energy efficiency and water conservation through efficient built form with southern facing exposure, sustainable building design, low impact stormwater infiltration systems, drought-resistant landscaping, permeable paving within amenity gathering spaces, landscaped buffer strips and a pollinator garden. Through the site plan approval process the detailed building design will incorporate energy efficiency and water conservation measures through the provision of LED lighting fixtures, low-flow toilets and fixtures and programming and education to reduce laundry volumes, among other matters.

Built Form

Section 8.6 of the Official Plan contains policies which apply to the built form of all uses other than Low Rise Residential forms. The proposed development addresses these policies by:

- orienting the meeting space entrance to address Imperial Road and ensuring no blank façades face the public realm
- mitigating the length of the façade visible from the public street
- providing a taller first storey capable of accommodating a range of uses
- providing architectural elements to reduce the visual effects of flat roof lines
- supporting intensification through additional building height and floor area

Section 8.8.1 of the Official Plan contains policies that apply to mid-rise buildings forms. These policies are intended to be used to assess development proposals for buildings between 4 and 6 storeys in height. The following provides an assessment of how these policies have been addressed:

Mid-rise buildings shall be designed to frame the street they are fronting while allowing access to sunlight to adjacent properties;

- This intent of this policy is to create a continuous streetscape and building line, desirable in urban areas. The locational context of the subject lands within an industrial park is not conducive to building forms framing the street.
- The proposed built form provides an active façade along the public street frontage which includes the meeting room entrance and a secondary guest room access.

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 proposed site design provides appropriate screening of parking areas and maintains an efficient use of the subject lands. The parking is located at the rear and side of the building and no parking spaces are located between the street facing façade and the street line.

Pedestrian access shall be provided to the principal entrance from the public realm;

- Pedestrian access 2 metres in width is proposed from the public realm to the principal main entrance. This pedestrian walkway is extended to provide access to all secondary building entrances.

Where buildings front onto a public street and are greater than 30 metres in length, building entrances should be located at regular intervals;

- The street facing façade length is less than 30 metres.

Where buildings are taller than four (4) storeys, building length may be restricted through the Zoning By-law to reduce impacts such as shadowing; and

- The orientation and height of the proposed built form will mitigate shadow impacts to remain generally within the subject lands.

Shadow, view and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.

- The proposed development is located adjacent to non-sensitive lands uses and outside of significant view corridors.
- The orientation and height of the proposed built form will mitigate shadow impacts to remain generally within the subject lands.
- Covered building entrances will mitigate microclimate impacts from wind and downdraft effects.

Parking

Section 8.12 of the Official Plan contains policies that apply to parking. The following provides an assessment of how these policies have been addressed:

Building placement in combination with landscaping shall be used to screen surface parking areas. Surface parking areas should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the public realm, surface parking areas shall be designed in a manner that contributes to an attractive public realm by providing screening and landscaping. Generously sized landscape strips incorporating combinations of landscaping and/or decorative fencing or walls should be provided adjacent to the street edge to provide aesthetically pleasing views into the site while screening surface parking areas.

- The site design, building orientation and landscape features will screen surface parking from the public realm.
- Parking is located to the rear and side of the building. No parking will be located between the street facing façade and the street line.
- Through the Site Plan Approval process detailed landscape designs will provide enhanced streetscape design to provide aesthetically pleasing views into the site while screening surface parking areas.

Underground or structured parking is encouraged to reduce or eliminate the need for surface parking.

- The site development as proposed provides surface parking, which is aligned with the locational context.

Surface parking areas shall not be permitted immediately adjacent to the corners of an intersection.

- The subject lands are not located adjacent to the corners of an intersection.

Walkways should be provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s). These walkways should be well articulated, safe, accessible, and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.

- Pedestrian access 2 metres in width is proposed from Imperial Road and parking areas to the principal main entrance. The design of the walkway and crossings will be articulated using alternate materials and/or pavement markings and accessible.

Large surface parking areas should be divided into smaller and defined sections through the use of appropriately-sized landscaped strips, islands and/or pedestrian walkways.

- The layout of the surface parking area has been divided by landscape strips, islands and pedestrian walkways.

Bicycle parking shall be provided and conveniently located in close proximity to building entrances. Sheltered bicycle parking should be integrated into the built form. Above-grade parking structures shall be designed to provide well-articulated facades facing street. Street-related uses on the ground level of the parking structure should be provided where appropriate and feasible to contribute to an active pedestrian realm and screen the parking structure.

- The proposed development provides bicycle parking in close proximity to the building entrances. Secure indoor bicycle parking is provided with a dedicated secure entrance.

Surface parking areas adjacent to ground-related residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.

- The subject lands are located adjacent to service commercial and employment uses. Notwithstanding, landscape strips incorporating combinations of landscaping and fencing are provided along adjacent property lines.

The Zoning By-law may establish the maximum length of frontage along arterial roads that may be used for surface parking. This provision may provide different standards for various land uses.

- The subject lands are not located with frontage on an arterial road.

For underground and above-grade parking structures, driveway access and ramp locations shall be located to reduce conflicts with pedestrians and minimize negative impacts on the streetscape.

- The development proposes surface parking and no access ramps are proposed.

In the Industrial, Corporate Business Park and Institutional/Research Park designations, surface parking for employees should be located in the rear or side yard. Only very limited parking, such as visitor parking may be permitted in the front yard.

- The surface parking areas are located in the rear and side yard.

Surface parking areas are encouraged to be designed to support redevelopment and retrofitting and to enable the transition to structured or underground parking as site development evolves.

- The surface parking area design does not preclude the opportunity to redevelop or retrofit the subject lands to provide structured parking as the site development evolves.

The proposed development has been designed to be sensitive to its context. The placement, scale, massing and character of the buildings will complement the surrounding land uses and not have adverse impacts on adjacent properties. The internal driveway, pedestrian connections and street edge formed will promote walking and a pleasant streetscape. The new hotel will have a high quality of design and materials. The proposed development supports the urban design objectives of the Official Plan.

5.3.4 Transportation

Section 5 of the Official Plan provides that the City's transportation system will be designed to serve the existing and proposed land use pattern and facilitate efficient, safe, convenient and energy efficient movement throughout the City.

The subject lands are well-located with respect to the City's existing road network and have convenient access to the existing network of arterial, collector, and local roads. Woodlawn Road is classified as an Arterial Road; Imperial Road south of Woodlawn Road is classified as a Collector Road; and Imperial Road north of Woodlawn Road is classified as a Local Road.

The subject lands are also in the vicinity of the City's Trail Network identified on Schedule 6 of the Official Plan. There are proposed City trails on Imperial Road with proposed linkages to Natural Heritage System lands to the northwest and north of the subject lands. The subject lands are also located in close proximity to Woodlawn Road identified as an On-Street Spine Cycling, on Figure 3 of the City's Transportation Master Plan (2022).

The proposed redevelopment will be efficiently connected to the City's existing sidewalk network. Sidewalks are presently located on the southwest side of Imperial Road. The proposed development will feature an internal sidewalk connected to Imperial Road.

There are existing public transit facilities located proximate to the subject lands including bus routes 20 (Northwest Industrial), 17 (Woodlawn Watson) and 18 (Watson Woodlawn). These existing transit routes provide public transit access to a range of destinations in the City.

The proposed redevelopment will take advantage of the existing transportation networks surrounding the subject lands and will not require the expansion of any facilities or the creation of new infrastructure. In accordance with Section 5.1.4, the proposed redevelopment will not result in any undue financial burden on the City as no upgrades to existing transportation infrastructure will be required.

The proposed redevelopment has been designed in consideration of the Transportation Demand Management (TDM) measures of the Official Plan as set out at Section 5.3. TDM measures include:

- providing for active transportation infrastructure including secure bicycle storage facilities and pedestrian and cycling access to the road network;
- proximity to transit service; and
- supporting transit through reduced parking requirements.

Based on the foregoing, the proposed redevelopment will benefit from proximity to existing transportation networks and has been designed to support the TDM objectives of the Official Plan.

5.3.5 Official Plan Conclusion

Based on the foregoing, the proposed redevelopment conforms to the City of Guelph Official Plan. The proposal will result in the intensification of underutilized lands in a manner that is compatible with the surrounding neighbourhood. The subject lands are designated *Service Commercial*, which permits the proposed development of the lands with a 6-storey hotel. The proposed Zoning By-law Amendment conforms to the Official Plan.

5.4 Zoning By-law Analysis

5.4.1 Zoning By-law (1995)-14864

The subject lands are zoned Service Commercial with site specific regulations (SC.2-2) by the City of Guelph's Zoning By-law (1995)-14864. The existing zoning generally permits the proposed development with the exception of the maximum building height and minimum required parking spaces. Further the existing zoning does not permit compact car parking spaces, which have been proposed through the conceptual site plan design.

The proposed Zoning By-law Amendment to By-law (1995)-14864 seeks to permit the following additional site specific regulations to the Service Commercial 2 ("SC.2-xx") zone category:

- The maximum building height shall be six (6) storeys (Table 6.4.2, Row 7);
- The minimum off-street parking spaces shall be one space per guest room (Section 4.13.4.2);
- The maximum number of compact car parking spaces shall be 9% of the minimum required parking spaces;
- The dimensions of compact car spaces shall be 2.4 metres in width and 5.5 metres in length.

Draft zoning by-law amendment to By-law (1995)-14864 is included at **Appendix B** for information purposes.

5.4.2 Zoning By-law (2023)-20790

It is noted that Council for the City of Guelph approved a new comprehensive zoning By-law on April 18, 2023, By-law (2023)-20790. This By-law is under appeal and is not in force and effect. An analysis of this by-law has been included in this report as it represents the emerging zoning regulations for the subject lands.

The proposed amendment to By-law (2023)-20790 seeks to zone the subject lands permit the following site specific regulations to the Service Commercial (“SC-xx”) zone category:

- The minimum Buffer Strip width adjacent interior side yard shall be 1 metre (Part D, Table 8.7);
- The maximum building height shall be six (6) storeys (Part D, Table 8.6);
- No parking area or parking space shall be located within 1.5 metres of the north property line (Part C, Section 5.2.3 (a)).

Draft zoning by-law amendment to By-law (2023)-20790 is included at **Appendix C** for information purposes.

5.4.3 Analysis of Site Specific Provisions

Maximum Building Height

Site specific regulations to By-law (1995)-14864 and By-law (2023)-20790 have been requested to allow for a maximum building height of 6 storeys.

The subject lands are designated *Service Commercial*. The *Service Commercial* designation does not prescribe a maximum building height. The proposed building height conforms to the criteria provided in the Official Plan.

These site specific provisions will facilitate the compact development of the subject lands. The proposed development is designed to be compatible with the surrounding area and addresses the service commercial and intensification criteria set out in the Official Plan. Therefore, the additional height will not result in impacts to adjacent properties. The proposed development has been efficiently designed and provides amenity area, landscape open space and sufficient parking. The number of parking spaces proposed meets the requirements of the recently approved Zoning By-law. Therefore the additional height does not result in additional density (i.e. more hotel rooms) that cannot be appropriately accommodated on the site.

Minimum Off-Street Parking

A site specific regulation to By-law (1995)-14864 has been requested to allow for a minimum of one parking space per guest unit, whereas one parking space per guest unit plus one parking space per 10m² of GFA open to public (excluding corridors, lobbies and foyers) is required.

The reduction to the minimum number of Off-Street parking spaces reflects the proposed site design and aligns the 1995 By-law with the provisions of the 2023 By-law. The reduction in required parking supports

transit use and is aligned with the overarching goals of sustainable design and the efficient use of lands in the built-up area.

This site specific regulation is not required under By-law (2023)-20790 as the proposed SC-xx zone permits a minimum off-street parking rate of one space per guest room.

Compact Car Parking

Site specific regulation to By-law (1995)-14864 has been requested to permit at a maximum rate of 9% of the required off-street parking to be provided as compact car parking spaces with a width of 2.4 metres and length of 5.5 metres, whereas 0% is permitted.

The increased compact car parking space provision is required to reflect the proposed site design and align the 1995 By-law with the provisions of the 2023 By-law. The purpose of these regulations is to reflect the typical design of current parking areas.

This site specific regulation is not required under By-law (2023)-20790 as the proposed SC-xx zone permits a maximum of 15% of minimum required parking spaces to be provided as compact car parking spaces.

Location of Off-Street Parking

Site specific regulation to By-law (2023)-20790 has been requested to permit at a minimum separation of 1.5 metres from the interior property line to the north of the subject lands, whereas a minimum separation of 3 metres is permitted.

The reduction in separation distance to the north property line adjacent to the existing 4-story hotel is requested to provide for efficient layout of the parking area. The proposed site specific provision applies only to the proposed severance property line, and is located adjacent to parking areas and parking spaces on the adjacent property. The intent of providing a minimum separation distance from parking areas and property lines is to provide sufficient space for landscape buffer strips. In the context of the subject lands and the proposed severance, a reduction to the width of a landscape buffer strip maintains the intent of the provision.

This site specific regulation is not required under By-law (1995)-14864 as the proposed SC.2-xx zone does not include a requirement for parking spaces to be separated from internal lot lines.

Minimum Buffer Strip Width

A site specific regulation to By-law (2023)-20790 has been proposed to reduce the minimum buffer strip width adjacent to interior lot lines to 1 metre, whereas 3 metres is permitted.

This site specific regulation is requested to provide for an efficient site design and include a 2 metre width walkway around the perimeter of the building façade. The intent of providing a 3 metre buffer strip adjacent the interior lot line is to ensure appropriate width for landscape planting and screening between properties. Privacy fencing and a retaining wall are proposed to manage the grade change between the adjacent lands and the proposed building. The retaining wall and privacy fencing will provide screening from the adjacent property and maintain the intent of the required landscape buffer strip.

6.0 Supporting Studies

As part of the complete application package, multiple studies and reports have been completed for the proposed application.

6.1 Noise Study

Woodlawn Hospitality Group retained HGC Engineering to complete a Noise Impact Study, dated March 2024 to support the application for Zoning By-law Amendment on the subject lands. While this discussion summarizes the main points from the Environmental Noise Study, we request that the entirety of the study be read in conjunction with this Planning Justification Report. The study has been submitted with the application for Zoning By-law Amendment.

The purpose of the study was to assess the noise impact on the subject lands from local road traffic and stationary noise sources in order to recommend applicable noise control measures. The study was completed per the Guelph Noise Control Guidelines (GNCG) and the Ministry of the Environment, Conservation, and Parks (MECP). The report found that the primary sources of noise around the subject lands was road traffic from Imperial Road North and Woodlawn Road West.

The Noise Study concluded that it is feasible to achieve MECP guideline sound levels with provision of central air conditioning systems and upgraded glazing for the sleeping quarters of the hotel. The recommendations include implementing noise warning clauses to inform the future owners of the proposed building and property of the noise issues and the presence of the roadways and nearby commercial/industrial facilities.

6.2 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by GMBP Engineering, dated March 2024 to review opportunities and constraints for the subject property with respect to servicing, grading, and stormwater management and demonstrate the functional serviceability of the property.

Grading

The subject lands generally slope toward the municipal ditch along Imperial Road in an east to west direction. The lowest elevation on the site is approximately 342.00 on the southwest limits of the site near Imperial Road North. The highest elevation on the site is approximately 345.50 along the southeast limits of the site. The grade and elevations of the site, along with the internal driving aisles, are controlled by the elevation of the existing municipal ditch along Imperial Road North and the existing 4 storey hotel and its' associated driveway entrance. The subject lands will be graded to match the existing elevations along the property limits.

Water

There is an existing 250mm municipal watermain on Imperial Road North. The development will be serviced via the extension of a 200mm diameter watermain from the existing watermain. To ensure adequate fire protection for the proposed development, one (1) on-site fire hydrant is proposed.

Sanitary

Sanitary service for the site will be provided by a 200mm diameter sanitary sewer extending from the existing 250mm diameter sanitary sewer on Imperial Road North. The capacity of the existing 250mm diameter sanitary sewer on Imperial Road North is 0.039 m³/s (approximately), based on a grade of 0.40%. The peak sanitary sewer flow from the proposed development to Imperial Road North represents approximately 3.6% of the existing sanitary sewer capacity. The report concludes that the existing 250mm sanitary sewer on Imperial Road North has sufficient capacity to convey the anticipated design flows from the proposed development.

Storm

Storm services for the site will be provided via a 450mm diameter storm sewer connection to the existing 525mm diameter storm sewer on the site, which will then discharge to the existing municipal ditch along Imperial Road North. Stormwater flows discharging to the municipal ditch on Imperial Road North will be attenuated within the proposed underground stormwater management tank prior to discharge from the site. A small portion of the site will discharge overland to the existing driving aisle of the adjacent existing hotel before ultimately discharging to the existing municipal ditch on Imperial Road North. Quality Control for Catchment 200 and 201 will be provided by the proposed pretreatment row in the underground EZStorm storage tank and the proposed oil and grit separator (SDD3). The report concludes that the subject lands can adequately mitigate stormwater runoff to be less than or equal to the allowable release rate of 0.282m³/s.

6.3 Arborist Report & Tree Management Plan

GSP Group completed an Arborist Report and Tree Management Plan for the subject lands in April 2023. The purpose of this study was to evaluate existing trees, to determine trees to be removed and retained and identify tree protection measures. A total of 191 trees would need to be planted onsite. To compensate for any difference in DBH removed and DBH proposed, the project will owe cash in lieu at the discretion of the City of Guelph. It should be considered that much of the existing vegetation can be interpreted as less valuable due to species and condition.

6.4 Geotechnical Investigation

A Geotechnical Investigation dated February 2023 was prepared by JLP Services Inc. in support of the development at 725 Imperial Road North.

The purpose of the Geotechnical Investigation was to reveal the subsurface soil and groundwater conditions and to determine the relevant soil properties for the design and construction of building foundations, floor slabs-on-grade and pavement designs for parking areas and driveways.

The Geotechnical Investigation included the installation of twelve (12) boreholes, three of which included groundwater monitoring wells. The boreholes generally encountered a surficial deposit of topsoil followed by a deposit of loose to compact fill underlain by a deposit of compact to very dense silty sand on deposits of sandy silt till. The predominant soils throughout the site are silty sand and sandy silt till deposits. Groundwater was observed to be stabilized at about 1.2 metres below existing grade, approximately 343.1 to 342.3m. The Investigation concludes that the soils have a high permeability suitable for some at-source

infiltration of precipitation but that the use of an infiltration gallery for stormwater management may not be feasible at the site due to the shallow depth of the water table.

6.5 Traffic Geometric Plans

Traffic Geometric Plans were prepared by Paradigm Transportation Solutions Limited, dated February 2024 for the subject lands. The purpose of this study was to ensure that the roadways through and entering the subject lands optimized efficient and safe practices while following turning design guidelines.

Heavy vehicle circulation analyses were performed using AutoTURN (AT) assessment software on the Site Plan for the development. As illustrated in the included plans, garbage trucks and fire trucks will be able to safely navigate the subject site road system.

6.6 Phase II Environmental Site Assessment

JLP Services Inc. has been retained to complete a Phase II Environmental Site Assessment (ESA), dated February 2023. The objective of the Phase II ESA was to evaluate soil and groundwater conditions on the subject lands. Seventeen (17) soil samples and four (4) groundwater samples were collected and analyzed. We request that the entirety of the study be read in conjunction with this Planning Justification Report. The study has been submitted with the application for Zoning By-law Amendment.

The report concludes that all soil samples were within the O.Reg. 153/04 Table 2 SCS for all parameters analyzed. The groundwater samples were within the O.Reg. 153/04 Table 2 SCS for all parameters analyzed except for the following: One groundwater sample exhibited concentrations of benzo(a)pyrene, cobalt and vanadium exceeding the Table 2 SCS, one groundwater exhibited a concentration of benzo(a)pyrene exceeding the Table 2 SCS, and one groundwater sample exhibited concentrations of benzo(a)pyrene and chrysene exceeding the Table 2 SCS.

7.0 Public Consultation

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.

The public consultation process for the proposed Zoning By-law Amendment application is anticipated to follow the *Planning Act* statutory requirements. The following points of public consultation are proposed:

- A Public Meeting at which time all available information, and public input will be considered.
- Direct 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. It is understood that City Staff will post information on the City's website for public review. This will include the City Staff Report and may also include technical studies and reports prepared in support 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 Zoning By-law Amendment application. The consultation strategy will be coordinated with City Staff and additional opportunities for consultation, such as an Informal Public Meeting, will be considered and may be warranted based on the input received.

8.0 Summary & Conclusion

As outlined in this planning justification report, the proposed development of the subject lands represents good planning. This opinion recognizes the following:

1. The proposed development is consistent with the Provincial Policy Statement, 2020 and conforms to the Growth Plan for the Greater Golden Horseshoe, 2020;
2. The development conforms to the City of Guelph's Official Plan;
3. The proposed development contributes the range & mix of service commercial options within the City;
4. The proposed design is compatible with the existing uses adjacent to the subject lands and will respect the physical character, scale, and context of the surrounding neighbourhood;
5. The site can be serviced by existing municipal services to the subject lands; and
6. The rezoning of the lands and requested site specific regulations implement the general intent of Zoning By-law (1995)-14864 and Zoning By-law (2023)-20790.

It is our opinion that the proposed development is appropriate and represents good planning.

Yours Truly,

MHBC



Dan Currie, MA, MCIP, RPP, CAHP
Partner



Rachel Wolff, BES, MCIP, RPP
Associate

Appendix A

Development Review Committee Pre-Consultation Summary and Checklist



Mandatory DRC Pre-Consultation Summary and Checklist

Site Address: 725 Imperial Road N

Application Type:

- Plan of Subdivision Official Plan Amendment
 Zoning By-law Amendment Plan of Condominium

Application Description:

The construction of a six storey hotel on the southern portion of the existing property with 158 rooms. A site-specific exception is proposed to permit a maximum of six storeys where only three are permitted, and reduced parking.

Application Fees:

Application Type	City of Guelph
Zoning By-law Amendment (Major)	\$13,577.83 (2023 Application Fee) (Additional Development Approval Fee may be required prior to decision)

Cheques are payable to the City of Guelph. Electronic funds transfers are currently being accepted for planning applications. **Please reach out to Planning staff prior to your submission to confirm the fee.** Please contact planning@guelph.ca prior to making a payment.

Applicants are required to pay GRCA fees separate from the City's fees. Please contact GRCA@grandriver.ca to organize payment method. Applicants are required 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.

Checklist Purpose

This checklist is provided to identify the information required (e.g. reports, studies, drawings and other materials) to commence processing of a complete application as set out in the Planning Act. Pre-Application Consultation does not imply or suggest any decisions, whatsoever, on behalf of City Staff or the Corporation of the City of Guelph, to either support or refuse the application. All items identified in Column 1 below must be supplied with a formal application submission for City of Guelph staff to start the development review process. Column 2 shows the number of required paper copies to be submitted to the City of Guelph Planning Counter on the 3rd floor of City Hall. The Applicant should use Column 3 as a preparation checklist for their formal application submission package. The City of Guelph will use Column 4 as a receiving checklist to confirm that all the required information was provided.

Any deviations from the Checklist must be confirmed with the assigned Planner prior to submitting a formal application. Please note that if City of Guelph staff cannot confirm that all the required information was provided, the formal application will be deemed incomplete until all required information has been received.

Checklist					
<i>This checklist must accompany any formal application to verify that all materials (reports, drawings, studies, etc.) identified at the Pre-Consultation Meeting, are included. If this checklist is not provided as part of a formal application submission, the application will not be deemed complete.</i>					
Materials/Reports/Studies/Drawings	① Required Elements	② Number of Copies	③ Included with Application	④ City of Guelph Confirm Included in Package	Comments/Notes
Cover Letter	X	2			
Development Application Form	X	2			
Natural Heritage					
Tree and/or Vegetation Inventory Report	X	2			See Landscape Comments
Landscape Plan	X	2			See Landscape Comments
Landscape Cost Estimate	X	2			See Landscape Comments
Sustainable Design Checklist	X	2			See Landscape Comments
Planning Matters					
Planning Justification Report (PJR)	X	2			See Planning Comments.
Detailed Site Plan	X	6			Paper copies to be plotted 23x36 (ARCH-D) and individually folded to 8 1/2" x 11". Please also submit both .pdf

					and .jpeg digital file format.
Draft Proposed Zoning By-law Amendment	X	2			Can be included as an appendix in PJR.
Urban Design					
Building Elevations	X	2			See Urban Design Comments
Engineering					
Feasibility Noise Study	X	2			See Engineering Comments
Traffic Geometric Plans	X	2			See Traffic Comments
Functional Servicing Report	X	2			See Engineering Comments
Storm Water Management Report and Plan	X	2			See Engineering Comments
Grading & Drainage Plan	X	2			See Engineering Comments
Geotechnical Report	X	2			See Engineering Comments
Site Servicing Plan	X	2			See Engineering Comments
Phase 1 Environmental Site Assessment	X	2			See Engineering Comments
Phase 2 Environmental Site Assessment + other site assessments	X	2			If Phase 1 deems that Phase 2 + is required.
Record of Site Condition	X				If deemed necessary by ESA
Sustainability					
Completion of the City's Sustainability Checklist					
Community Energy Initiative (CEI) Analysis/Energy Strategy Study	X	2			Can be included as an appendix in PJR.
Other Materials as Required					
Image of site or rendering of proposed building for site sign(s)	X				Electronic only, details below

Additional Regulatory Authorities and/or Agencies:

Regulatory Authority and/or Agency	Contact Number	Clearance Letter Received/Comments Received?
CN Rail		
Guelph Junction Railway (GJR)		
Metrolinx		
MTO		
GRCA	Jconroy@grandriver.ca 519-621-2763 ext. 2230	No Concerns
Hydro/Alectra		

Enbridge		
Bell		
Pipelines		
Rogers/Fibre		
Other		

Full comments can be found in Appendix A – Comments and Concerns. In addition to the above materials, every application shall include a completed application form and cover letter. The cover letter shall provide a detailed description of the proposed development, any pertinent background information, and state what materials are included in the application package. Please ensure that the materials in the cover letter match the above checklist.

This checklist is valid for six (6) months from the date of the Pre-Consultation Meeting. If more than 6 months has passed, another Pre-Consultation and checklist may be required at the discretion of the General Manager of Development Planning.

Submission Requirements:

Applicants must follow the City of Guelph's Development Engineering Manual, Guidelines for Development of Contaminated or Potentially Contaminated Sites, Guelph Noise Control Guidelines, Linear Infrastructure Standards, Region of Waterloo Design Guidelines and Supplemental Specifications for Municipal Services, and Traffic Impact Study Guidelines for guidance on technical requirements for all engineering aspects related to the proposed development. In some cases, the City's Engineering may require a site-specific criterion and/or terms of reference for servicing, stormwater management or traffic capacity. It is the responsibility of the applicant to ensure all technical requirements are followed in preparing an application submission.

These criteria and/or terms of reference will be included in staff comments provided in this DRC Checklist. **If these criteria and/or terms of reference are not followed, the application will be deemed incomplete.**

Engineering Clearance:

City of Guelph Planning Staff may require an engineering clearance letter as part of a complete submission package. Engineering staff will determine whether an Engineering Clearance letter is required and the contents of the Clearance letter. It is the responsibility of the applicant to consult with Engineering staff prior to submitting your application.

Some of the guideline documents can be found here: <https://guelph.ca/city-hall/planning-and-development/how-to-develop-property/development-applications-guidelines-fees/>

External Agency Clearance:

The Grand River Conservation Authority (GRCA) provides plan review and technical clearance services to municipalities on applications under the Planning Act and to ensure development proposals meet GRCA and provincial environmental policies. Consultation with GRCA Resource Planning Staff prior to submission of all applications is required and a clearance letter must be submitted with your application.

Clearance letters may be required from the following external agencies, but not limited to: the Ministry of Tourism, Culture and Sport (MCTS), the Ministry of Transportation (MTO), and/or the Ministry of Natural Resources and Forestry (MNR). This will be confirmed during your Development Review Committee (DRC) meeting with City staff. If City staff have indicated on your DRC Checklist that a clearance letter from one or more external agencies is required, it **must** be submitted with your formal application. If it is not included, the application will be deemed incomplete.

Terms of References and Naming Conventions:

Terms of References and Naming Conventions are attached to this document.

When submitting a complete application, the City of Guelph's Document and File Naming Conventions must be followed. The Naming Conventions are intended to help the applicant organize the application submission. If the Terms of References and Naming Conventions are not followed, the application will be deemed incomplete.

Neighbourhood Meeting Requirements

Following the DRC Meeting, City of Guelph staff will request applicants to host a Neighbourhood Meeting for residents in the surrounding area. Applicants shall prepare notices with details of the meeting which will be mailed in advance of the meeting date.

The purpose of the Neighbourhood Meeting is to engage the public early in the process and allow the applicant to address issues in advance of submitting a formal application. At the Neighbourhood Meeting, applicants will share proposed plans with neighbouring residents to receive feedback/comments on the proposal. Applicants will also prepare a Community Engagement Report that summarizes the comments/feedback received. This Report will also detail any modifications made to the proposal as a result of the issues raised.

Complete Neighbourhood Meeting and Community Engagement Report requirements can be found in the applicable [Terms of Reference](#).

Cover Letter and Development Application Public Notice Requirements:

In addition to the required materials, every application shall include a cover letter. The cover letter will provide a detailed description of the proposed development, any pertinent background information, and a list of submitted documents as required through the DRC pre-consultation meeting.

All applications require posting of a Public Notice of Application sign(s) on the subject property.

City planning staff will provide the applicant with a print ready file at the time the application is deemed complete. It is the applicant's responsibility to have the sign(s) professionally prepared at their expense. Wording for the Public Notice of Application sign(s) will be provided by the Development Planner.

The sign(s) must be posted within 15 days of the application(s) being deemed complete. Once the Public Notice sign(s) has been placed, the applicant is to provide a picture of the installed sign(s). The sign(s) shall remain in place until the by-law comes into effect or the application is refused by Council. It is the responsibility of the applicant to remove the Public Notice of Application sign(s).

A **high-resolution (300 dpi) JPEG image and PDF** that is an accurate visual representation of the proposal must be included with this application to be used on the sign(s).

Sign Specifications:

- a) Size: 1.2m wide by 1.2m high, 0.6m ground clearance.
- b) Acceptable Materials: 20mm exterior grade plywood panel, vertical posts to be 10cm by 10cm installed a minimum of 1.2m below grade; 5cm by 5cm horizontal stringers to be located behind the top, bottom and centre of the sign panel.
- c) Paint: Sign panels and all structural members shall be painted on all sides and edges with two coats of exterior type matte finish alkyd paint over a suitable primer. Lettering shall be painted in black on a white background.
- d) Lettering: The sign shall be professionally lettered or silk screened using upper case Helvetica Medium typeface or similar sans serif, size 30mm, 50mm and 100mm. The lettering must not be capable of being removed.
- e) Wording: The sign shall contain wording that has been approved by Development Planning and shall generally be in the format as shown on the Public Notice Sign Declaration.

- f) Location: For interior lots having frontage on one street, the required sign shall be located approximately midway between the side lot lines at a maximum setback of 1.2m from the streetline. The sign shall not be attached or nailed to trees or utility poles.

For lots with streetline(s) that abut two streets (i.e. corner lots, through lots), a separate sign shall be required facing each street, located approximately midway between the side lot lines at a maximum setback of 1.2m from the streetline(s).

All signs shall be located away from any obstructions such that the signs are visible from the street.

- g) Maintenance: The applicant will maintain the sign both in structure and paint work to the satisfaction of the City.

Acknowledgements:

- a) 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.
- b) The Planning Act timelines associated with a formal application will not begin if that application is submitted without the information identified in the mandatory pre-consultation meeting and this summary and checklist.
- c) The assignment of a file number does not indicate that an application has been accepted or is considered a complete submission. It is to be used by the Applicant on all application materials (forms, reports, drawings, etc.) provided to the City of Guelph.
- d) When a formal application is made, the cheque for the application fee may be processed immediately; however this does not constitute the application being deemed complete for Planning Act purposes.
- e) Digital copies of all reports/studies are required to be submitted in PDF format as part of the application. Plans are to be submitted in PDF format.
- f) 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.

- g) An application submitted without the requisite information and number of copies identified in this pre-consultation summary and checklist will not be considered a complete application.
- h) This document expires 6 months from the day of the pre-consultation meeting. If after 6 months no formal development applications are submitted to the City, staff may request another pre-consultation meeting and checklist prior to submission.
- i) There may also be financial requirements arising from the applications, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, cost of lifting 0.3 metre reserves, and reimbursement for road widening acquisition or road improvements.

j) Acknowledgement of Public Information:

The applicant acknowledges that the City of Guelph considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing an application, the applicant consents to the City of Guelph photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

- e) The applicant should be aware that the information provided is accurate as of the date of the Pre-Consultation Meeting. Should an application not be submitted, and should other policies, by-laws or procedures be approved by the Province, City, or other regulatory authorities and agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the confirmation of a complete formal application. As stated above, if a formal application is not deemed complete within six (6) months of the date of the Pre-Consultation Meeting, this checklist is deemed to be expired and another Pre-Consultation Meeting and checklist may be required.
- f) Applicants are advised that applying for a demolition control permit of existing residential buildings prior to a final decision being made is strongly discouraged by the City of Guelph.

Manager of Development Planning Signature:



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

T 519-822-1260, ext. 2360
E chris.devriendt@guelph.ca

October 12, 2023

Date

Acknowledgement:

I, Rachel Wolff acknowledge that I understand the context of this entire completed form, that I will use this Checklist (and any related comments) to assemble a Development Application and that, the City of Guelph staff have informed me that I need to work directly with the outside agencies and authorities identified above (and any others as appropriate) to ensure that the proposal receives the required reviews and approvals.

Applicant/Owner: Rachel Wolff Date: March 26, 2024

APPENDIX A - COMMENTS:

Planning Review – Eric Rempel, Development Planner:

The subject lands are designated "Service Commercial" in the Official Plan. The lands are currently zoned "Highway Commercial" (SC.2-2) in Zoning By-law (1995)-14864, as amended. The lands are zoned "Service Commercial" (SC) in Zoning By-law (2023)-20790, as amended. While a hotel use is permitted in both zones, a Zoning By-law Amendment is required to facilitate the specific provisions requested in the proposed development.

General Comments:

- Please clarify the nature of the existing easement that appears to be over a portion of the proposed parking (abutting the proposed severed lot line). Will this impact the ability to provide parking there?
- Compact parking spaces are proposed. Please ensure this is addressed in the amendment to the 1995 zoning by-law, as compact spaces are not permitted in that by-law.

Complete Application Requirements:

- A Planning Justification Report (PJR) prepared by a registered professional planner. Provide an analysis on how the proposal is consistent with the Provincial Policy Statement, conforms to the Growth Plan, and Official Plan.
- Please include a summary in the PJR of any other supporting studies provided.
- Provide a draft Zoning By-law Amendment to both the 1995 and 2023 Zoning By-laws.
- Identify any specialized zoning regulations to both the 1995 and 2023 Zoning By-laws and provide justification for the specialized regulations being requested (Especially the proposed reduction in minimum parking requirements and additional building height).
- Please identify how this proposal will address the City's Community Energy Initiative. You can provide this as part of the PJR.

Zoning Review – Mila Masic, Planner I

- Review comments and requirements from May site plan meeting and please remedy prior to finalizing any zoning bylaw amendment requests.
- Please note the date revised on the site plan to ensure the most recent site plan has been submitted that addresses site plan comments and/or identifies clearly which amendments will be required.
- Please provide a 1995 and 2023 zoning bylaw chart for both parcels (existing and proposed hotel). This can be provided in a separate document if there is limited space on the site plan, but the site plan must refer to the related document.

Urban Design Review – Prerit Kaji, Urban Design Planner

- A 3 metre wide buffer strip is required adjacent to the interior side and rear lot line.
- A 3 metre buffer strip with appropriate landscape will help create a sense of arrival for proposed property.
- Please provide continuity of pedestrian sidewalk through the perimeter of building.
- Please keep reference of Commercial Built form standards available on city website.
- Please provide pedestrian access to Imperial Road north through main access road or direct access through site.
- Surface parking lot should not be located adjacent to front or exterior side yards. Refer Section 3.2.3.
- Landscape buffer strips around surface parking lots should be a minimum of 3.0 metres in width.
- Pedestrian walkways should have a minimum width of 2.0 metres. Refer section 3.2.1.
- Patio should be located to maximize sun exposure.
- Please consider alternate location of Molocks and loading space. Location which is not upfront at an entry gate or disrupting the experience of an entrance.
- Considering overall building height of 6 storeys is permitted by planning; staff recommend providing a 3.0 metre setback for built form above 4 storeys from West and South face of building OR 1.5 metres setback on every floor above 4th storey (1.5 metre setback for 5th floor and 3 metre setback for 6th floor). This will provide appropriate transition to surrounding built form and land uses.

Environmental Planning Review – Leah Lefler, Environmental Planner

Required: Bird-friendly design will be required to mitigate bird collisions with glass and reflective surfaces. The Bird-friendly Design Guideline can be found at: Attachment-1Bird-friendlyDesignGuideline.pdf (guelph.ca). Please complete the Bird Friendly Design checklist and include the visual marker design details and locations on the elevation drawings.

Note: The wetland adjacent to the subject property has experienced an increase in runoff due to surrounding development. Stormwater management for the site should be designed to prevent additional runoff from entering the wetland. Further, maintaining infiltration is not an Environmental Planning requirement for this property.

Landscape Planning Review – Rory Templeton, Landscape Planner

Requirements:

- The subject property is more than 0.2 hectares in size, and therefore regulated by the Private Tree Protection By-law (2010)-19058. In accordance with the City's Urban Forest Management Plan and City Urban Forest Policies within the

Official Plan, the development should seek opportunities to retain existing trees. A Tree Inventory & Preservation Plan, undertaken by a qualified arborist, in accordance with the requirements of the City's Tree Technical Manual will be required, as will a Tree Permit if any works are planned prior to SPA.

- Please be aware that where preservation is not possible, as agreed to by the City, compensation is required either in the form of Cash in lieu or Replacement Trees, or a combination of the two at the discretion of City staff. Cash in Lieu rates are set out in the Private Tree Bylaw, while Replacement Tree rates are set out in the Tree Technical Manual(TTM).
- The TTM is available online at:
<https://guelph.ca/living/environment/trees/treetechnicalmanual/>
- The Private Tree Bylaw is available online at:
<https://guelph.ca/wpcontent/uploads/TreeBylaw.pdf>
- Landscape Plans and details prepared by a full member of the OALA will be required that show: walls, fences, plantings, ground cover, facilities for the landscaping of the subject lands or the protection of the adjoining lands.
- Any proposed trees can be considered as part of the required compensation.
- The LA plans are to show sustainable design elements, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, furniture, curb ramps, waste and recycling containers and bicycle parking facilities. The appearance of these works and how they may impact health/safety (CEPTED), accessibility, sustainable design or the protection of adjoining lands will be provided by City staff.
- Cash in lieu will be required to balance remaining compensation owing. The City will determine this cash value once the LA plans have been reviewed and approved.
- A 3 metre wide buffer strip is required adjacent to interior side and rear lot lines and 3 metre wide buffer strip shall be maintained adjacent to the street line to buffer parking, except for those areas required for entry ramps
- Standards for minimum soil volumes can be found in the City of Guelph's Tree Technical Manual (2019). Where trees share soil volume, a lower volume may be considered.
- Cost Estimate is to be provided to establish landscape security.

Recommendations:

- Please refer to the City's Commercial Built Form Standards Sustainable Site Design – indigenous plant species drought and salt resistant as the predominant type of landscape (OP 8.17.2) is encouraged to promote naturalization and reduce the use of sod (OP Policy 8.17.2vii)
- Green roofs and blue roofs are strongly encouraged. A green roof, blue roof, or combination of both may count towards a maximum of 30% of the total landscaped open space requirement. A green roof allows vegetation to grow on top of a structure. Blue roofs allow for the capture and slow release of stormwater. Both provide environmental benefits and stormwater management.

- Landscaping treatments should contribute towards stormwater management (OP Policy 8.1.1). The use of bioswales and low impact development is encouraged. However, these systems should be placed where limited runoff from salt and/or snow storage may occur to reduce the impact to water quality.
- Where landscaped buffer strips must meet requirements for healthy and vibrant tree growth and engineering functions (e.g. bioswales, catch basins), they may be required to be wider than the minimum 3 metres.
- Trees should be located in key areas, including along walkways and within surface parking areas. One tree should be planted for every 8 parking spaces within the parking field.
- Trees may be grouped or evenly spaced throughout surface parking areas. Groupings of trees are preferred to ensure adequate soil volumes and promote sustainable irrigation practices, with a minimum soil depth of 1000mm, or deeper as required to accommodate larger root balls.

Parks Planning Review – Tiffany Hanna, Park Planner

Requirement for future Building Permit:

- The owner shall be responsible for payment in lieu of conveyance of parkland prior to the issuance of any building permits in accordance with the City of Guelph's Parkland Dedication By-law (2022) 20717 or any successor thereof.
- The amount of payment in lieu of parkland conveyance will be calculated at a rate of 2% of the appraised property value in accordance with subsections 17.(a) and 3.(k)iii of the City of Guelph's Parkland Dedication By-law (2022) 20717.
- Prior to submission of a building permit application, the owner shall provide a satisfactory narrative appraisal report prepared for The Corporation of the City of Guelph for the purposes of calculating the amount of payment in lieu of parkland conveyance pursuant to s.42 of the Planning Act. The value of the land shall be determined as of the day before the day the first building permit is issued. The narrative appraisal report shall be prepared by a qualified appraiser who is a member in good standing of the Appraisal Institute of Canada, and shall be subject to the review and approval of the Deputy CAO of Public Services or their designate. Notwithstanding the foregoing, if the narrative appraisal provided by the applicant is not satisfactory to the Deputy CAO of Public Services or their designate, acting reasonably, the City reserves the right to obtain an independent appraisal for the purposes of calculating the amount of payment in lieu of parkland conveyance.
- Appraisals are considered valid for a maximum period of one year in accordance with Section 21 of Parkland Dedication By-law (2022) 20717. We recommend providing the appraisal to Park and Trail Development staff at least 2 months prior to the first building permit submission to avoid delays.

Engineering Review – Jason Robinson, Engineering Technologist:

Note: The following minimum requirements are provided in the context of the Zoning By-Law Amendment application. Through the Site Plan Pre-Consultation process some submissions have been received, preliminary comments have been provided, and minimum submission requirements have been outlined. It is acknowledged that there may be some redundancy due to the two applications.

Complete Application Requirements:

- Please submit a Functional Servicing report (FSR) demonstrating the servicing strategy for the site. Available capacity in the municipal systems to support this proposed development will be assessed by the City upon submission of the FSR.
- Please submit a Stormwater Management report that discusses the proposed stormwater management strategy for the site. It is acknowledged that a Stormwater Management report was submitted through the Site Plan Pre-Consultation application and preliminary comments were provided.
- Please submit a conceptual Grading plan showing the existing and proposed grading conditions, and clearly identifying all easements. It is acknowledged that a Grading Plan was submitted through the Site Plan Pre-Consultation application.
- Please submit a conceptual Site Servicing plan showing the existing and proposed site servicing conditions, and clearly identifying all easements. It is acknowledged that a Site Servicing plan was submitted through the Site Plan Pre-Consultation application. Please note that the Zoning Bylaw requires that municipal services are constructed for the street abutting the lot/block for which the building permit is required. Please also note that the DGSSMS requires that there shall be only one sanitary service per property.
- Please submit a Geotechnical report to the satisfaction of the City Engineer which describes the potential impacts of groundwater and provides recommendations for pavement design and pipe bedding. It is acknowledged that a Geotechnical report was appended to the Stormwater Management report submitted through the Site Plan Pre-Consultation process.
- Please submit a Feasibility Noise Study to identify design considerations for the development in relation to noise sources. It is noted that a Detailed Noise Study was listed as a required submission under the Site Plan Pre-Consultation process.
- Please submit environmental reports (Phase 1 ESA, Phase 2 ESA, Letter Of Reliance and/or Record Of Site Condition) as outlined in the City of Guelph Guidelines For Development Of Contaminated Or Potentially Contaminated Sites. It is noted that environmental reports were listed as a required submission under the Site Plan Pre-Consultation process.

Traffic Review – Munshif Muccaram, Traffic Technologist:

- Identify any changes to existing accesses. If changes are proposed, access to be provided in accordance with the Development Engineering Manual (DEM). Identify access width and curb radius in accordance with the DEM.
- The proposed loading space is located further away from the building and service entrances. Elaborate/ demonstrate on how this proposed loading space is to function. Consider providing a designated loading space abutting the building.
- For truck maneuver, sufficient drive aisle width to be provided for trucks to maneuver while the parking spaces are occupied. Traffic Geometric Plans to be provided demonstrating the truck turning maneuvers on-site and at the access utilizing standard fire truck and a standard waste pickup truck as design vehicles. Traffic geometric plans to be completed using Autoturn and be endorsed by a professional engineer.
- Internal roadway to be designed with minimum of 12m centerline (along the designated fire route and truck route) for truck turning maneuver in accordance with the Ontario Building Code (OBC).
- Consider pedestrian connectivity for employees and hotel guests to move through the site and to access both the transit stop on Imperial Road North and the restaurants, cinema and other services close to the site. Provide a pedestrian connection alongside the western site access to connect the hotel buildings to the future municipal sidewalk on Imperial Road North.
- Bicycle parking and electric vehicle parking will be required - refer to Part C of the City of Guelph Zoning By-law for requirements.

Source Water Protection – Peter Rider, Sourcewater risk Management Official

- Everything SWP requires has already been received.

Notes:

- 1. The issues noted above or through any follow-up correspondence from the City to the applicant are based on a cursory review of the proposal and are not intended to serve as a comprehensive list of issues. City staff reserve the right to identify further issues through a formal development application.**
- 2. Development applications will not be deemed complete if the identified issues have not been addressed. This may include approvals required from other regulatory authorities and agencies. The City of Guelph strongly recommends that applicants secure approvals from other regulatory authorities and agencies prior to submitting a formal application to the City of Guelph. If approvals have not been secured, a formal application may be deemed incomplete.**

Appendix B

Draft Zoning By-law Amendment – By-law (1995)-14864

The Corporation of the City of Guelph

By-law Number (2024) - _____

A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects the properties municipally known as 725 Imperial Road North, City of Guelph (File# _____).

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

The Council of the Corporation of the City of Guelph enacts as follows:

1. By-law (1995)-14864, as amended, is hereby further amended by transferring lands identified on Schedule A from the existing “Specialized Highway Service Commercial” Zone known as the SC.2-2 Zone to the new “Specialized Highway Service Commercial” to be known as the SC.2-__ Zone.
2. Section XX of By-law Number (1995)-14864, as amended, is hereby further amended by adding a new subsection 6.4.3.2.2. _____

6.4.3.2.2._ SC.2-__ Zone
725 Imperial Road North, as shown on Defined Area Map Number XX of Schedule “A” of this By-law

6.4.3.2.2._ Regulations to SC.2-__ Zone
In accordance with Section 6.4 and Section 6.4.3.2.2.1 of the By-law, with the following exceptions and additions

6.4.3.2.2._ Maximum Building Height
Despite Section 6.4.2, and Table 6.4.2, Row 7, the maximum building height for the SC.2-__ zone shall be 6 storeys.

6.4.3.2.2._ Off-Street Parking
Notwithstanding anything in the By-law to the contrary, the minimum off-street parking required for a hotel use shall be one space per guest room, for the SC.2-__ zone.

6.4.3.2.2._ Compact Car Parking
Notwithstanding anything in the By-law to the contrary, a maximum of 9% of the minimum required off-street parking shall be provided as compact car parking with a width of 2.4 metres and a length of 5.5 metres, for the SC.2-__ zone.

3. Schedule "A" of By-law Number (1995)-14864, as amended, is hereby further amended by deleting Defined Area Map 8 and substituting a new Defined Area Map 8 attached hereto as Schedule "A"

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

Passed this __ day of _____, 2024.

Schedules:

Schedule A: Defined Area Map 8

Cam Guthrie, Mayor

Dylan McMahon, Clerk

Schedule A – Defined Area Map 8 Amendment



Appendix C

Draft Zoning By-law Amendment – By-law (2023)-20790

The Corporation of the City of Guelph

By-law Number (2024) - _____

A by-law to amend By-law Number (2023)-20790, as amended, known as the Zoning By-law for the City of Guelph as it affects the property municipally known as 725 Imperial Road North, City of Guelph (File# _____).

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

The Council of the Corporation of the City of Guelph enacts as follows:

1. By-law (2023)-20790, as amended, is hereby further amended by transferring lands identified on Schedule A from the existing "Service Commercial" Zone, known as the SC Zone to the new "Specialized Service Commercial" Zone, to be known as the SC-__ zone.
2. Section 18 of By-law Number _____, as amended, is hereby further amended by adding a new subsection 18.13._____

18.13.____ SC-__ Zone
725 Imperial Road North, as shown on Defined Area Map Number 3 of Schedule "A" of this By-law

18.13.____ Regulations to SC-__ Zone
In accordance with Part D, Section 8.3.2 of the By-law, with the following exceptions and additions

18.13.____ Buffer Strip
Despite Part D, Table 8.6, the minimum required buffer strip width adjacent to an interior side yard shall be 1 metre, for the SC-__ zone.

18.13.____ Building Height
Despite Part D, Table 8.7, the maximum building height shall be 6 storeys, for the SC-__ zone.

18.13.____ Location of Surface Parking
Despite Part C, Section 5.2.3(a), all required parking may be provided in surface parking areas, for the SC-__ zone.

Surface parking may be located anywhere within the SC-__ zone, provided it is setback 3.0m from the street line and rear property line and setback 1.5m from an interior side yard lot line.

3. Schedule "A" of By-law Number (2023)-20790, as amended, is hereby further amended by deleting Defined Area Map 3 and substituting a new Defined Area Map 3 attached hereto as Schedule "A"
4. Where notice of this By-law is given in accordance with the Planning Act, and where no notice of objection has been filed within the time prescribed by the regulations, this By-law shall come into effect. Notwithstanding the above, where notice of objection has been filed within the time prescribed by the regulations, no part of this By-law shall come into effect until all of such appeals have been finally disposed of by the Local Planning Appeal Tribunal.

Passed this ___ day of _____, 2024.

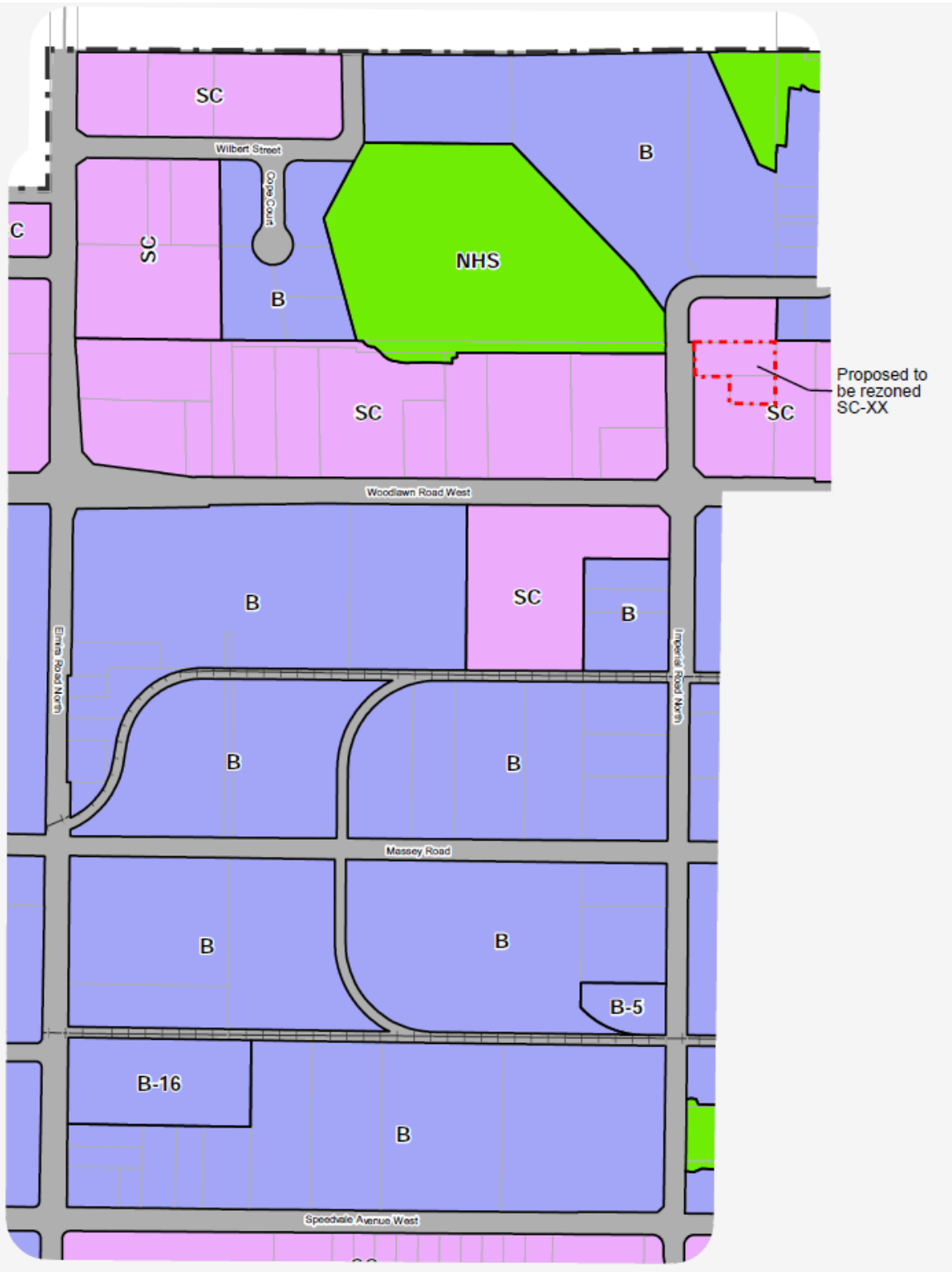
Schedules:

Schedule A: Defined Area Map 3

Cam Guthrie, Mayor

Dylan McMahan, Clerk

Schedule A – Defined Area Map 8 Amendment



Appendix D

Community Energy Initiative (CEI) Update Brief

COMMUNITY ENERGY INITIATIVE UPDATE BRIEF

725 Imperial Road North, Guelph

In regard to the above-referenced project, the following items are proposed by Woodlawn Hospitality Group to comply with the City of Guelph's Community Energy Initiative:

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
- Drought resistant and salt tolerant landscaping wherever possible
- AODA compliant pedestrian walkways and sidewalks throughout the site
- Convenient access to three existing public transportation routes

Construction Methods

- Woodlawn Hospitality Group will meet or exceed the current 2024 Energy Star standards
- Exceeding current code for insulation with R60 blown insulation and R31 Batt
- R10 underslab insulation will be achieved
- Windows and sliding glass doors will be to a Zone 2 (UV1.4, ER 29) standard, achieving current (2024) Energy Star standards
- Woodlawn Hospitality Group considers the environmental impact of all aspects of the build, from the production cycle and material selection to our build processes by:
 - focusing on the building being future ready, to surpass future code standards
 - working with energy consultants on the geometry of the building to ensure construction efficiency, minimal waste generation and low energy costs
- Energy efficient LED light standards to have refractor and cut-off shields to control light pollution
- Local trades/suppliers to be used
- Reuse of all onsite soils to mitigate carbon footprint due to minimized use of diesel machinery and on road transport
- Collection of recycling in compliance with City by-laws (both during construction and following turnover)

Additional measures to be considered through the site plan approval process as the detailed building and site design are determined.