

# Planning Justification Report

## 98 Farley Drive

Reid's Heritage Homes Ltd.

City of Guelph

Zoning By-law Amendment

December 2017



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# 1. Introduction

## 1.1 Background

GSP Group has been retained by Reid's Heritage Homes Ltd. (Reid's) to coordinate the preparation and submission of a planning application for a Zoning By-law Amendment for the property municipally known as 98 Farley Drive in the City of Guelph (the "Site"). The Site is currently owned by Boundary Properties Limited (a Choice Properties REIT company) and has given permission to Reid's to submit a Zoning By-law Amendment Application (authorization contained in Zoning By-law Amendment Application form).

The proposed Zoning By-law Amendment (the "Proposed Application") is necessary to permit the development of the Site for a five storey residential apartment building (the "Proposed Development"). The Proposed Development is intended to include a five storey (93 units) apartment building with associated surface parking and common amenity area.

A Development Review Committee meeting was held on May 31, 2017 to discuss the requirements of a complete application. Several requirements were identified for a complete application, including a Planning Justification in support of the Proposed Application. A copy of the Development Review Committee meeting summary is contained in Appendix A. This Planning Justification Report should be read in conjunction with the other associated studies prepared in support of the Proposed Application.

The purpose of this Planning Justification Report is to provide:

- A description of the Site, its existing physical condition, and its context within the surrounding community;
- An outline of the Zoning By-law Amendment Application;
- An overview of the relevant planning policy and regulations that affect the planning application, including Provincial and City policy, regulations and guidelines;
- A summary of each of the technical studies; and
- A planning opinion and justification for the Proposed Application.

## 1.2 Proposed Application

A Zoning By-law Amendment is required to facilitate development of the Site. The proposed Zoning By-law Amendment would rezone the Site from Community Commercial (CC-17) to

General Apartment Zone (R.4A), site specific. The following site specific regulations are being requested:

- a) Notwithstanding Table 5.4.2 (6), the maximum density shall be 105 units per hectare;
- b) Notwithstanding Table 5.4.2 (8), the minimum side yard (north) shall be 6.0 metres;
- c) Notwithstanding Section 5.4.2.1, the minimum side yard (north) shall be 6.0 metres;
- d) Notwithstanding Table 5.4.2 (9), the minimum rear yard shall be 6.0 metres;
- e) Notwithstanding Table 5.4.2.4 (1), the minimum common amenity area shall be 1,150 m<sup>2</sup>.
- f) Notwithstanding Table 5.4.2.4 (3), a portion of the common amenity area shall be permitted in the front yard;
- g) Notwithstanding Section 4.16.2, the angular plane to the lands zone P.1 shall be 70 degrees.

### **1.3 Supporting Studies**

The following studies have been prepared in support of the Proposed Application:

- Phase 1 Environmental Site Assessment prepared by Pinchin Environmental (August 2017);
- Functional Servicing and Stormwater Management Report prepared by Crozier & Associates (December 2017);
- Transportation Impact Study prepared by Paradigm Transportation Solutions Ltd. (December 2017);
- Phase 1 Environmental Site Assessment prepared by Pinchin Environmental (August 2017);
- Urban Design Brief prepared by GSP Group (December 2017);

A summary of each of the above noted reports is contained in Section 5 of this Report.

## 2. Site Description

### 2.1 Site Location and Description

The Site is located north of Clair Road East, east of Gordon Street with approximately 35 metres of frontage along Farley Drive (see Figure 1). Farley Drive is a two-lane collector Road which provides connections to Clair Road and Gordon Street which are Arterial Roads, providing connections throughout the City. The following summarizes the adjacent land uses:

**North:** Stormwater Management Facility/Open Space/Trail

**East:** Low rise residential

**South:** Commercial plaza

**West:** Gordon Street

The commercial site directly to the south provides for a variety of everyday uses, including, restaurants, grocery store, banks, fitness centre and movie theatre (among others). Westminster Square is located north east of the Site and includes a pharmacy, hair salon, public library, among other uses.

Westminster Woods Park, Gosling Gardens Park, Clair Park and Orin Reid Park are all within proximity to the Site. Clair Road and Gordon Street have dedicated paved bike lanes which provide public transportation connections throughout the City. There is an existing stormwater management facility and open space/trail north of the Site (within the lands designated Significant Natural Areas & Natural Areas). The trail is connected to the City's larger trail network and the bike lanes located on Gordon Street. This provides ideal pedestrian and cycling connections throughout the City.

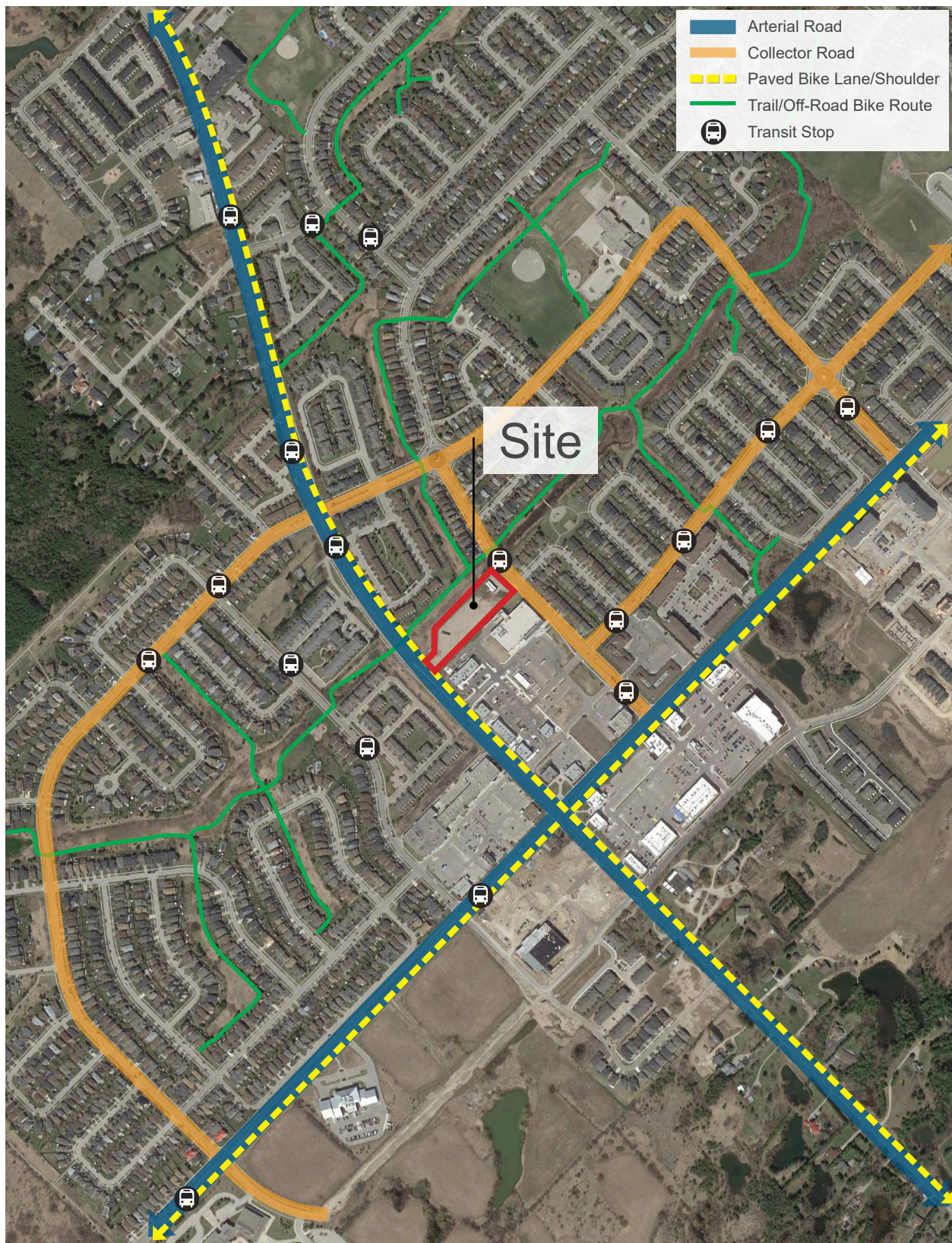
There are a number of bus stops located within walking distance of the Site. These routes include Route 5 (Goodwin), 16 (Southgate), 56u (Colonial) and Route 99 (Mainline) which provide connections to University of Guelph, Hanlon Industrial Park, Woodlawn SmartCentres, Central Station and many other locations (see Figure 2).

The Site is long and rectangular in shape and is generally flat however slopes on the western portion, towards Gordon Street. There is currently a temporary Reid's Sales Centre and related parking area occupying a portion of the Site (closest to Farley Drive).











## 3. Proposed Development

### 3.1 Proposal

One multiple residential building, five storeys in height is proposed for the Site. The Proposed Development contemplates 93 units with a total of 150 parking spaces with surface parking. One access from Farley Drive is proposed to provide access to the Site, parking and fire access (see Figure 3). The Development Concept contemplates a building setback approximately 6 metres from Farley Drive.

The main building entrance is proposed along the south façade of the building, adjacent the parking. Balconies on all four building facades are proposed as part of the Development Concept. There is a door proposed along Farley Drive which will provide secondary access for residents entering the building.

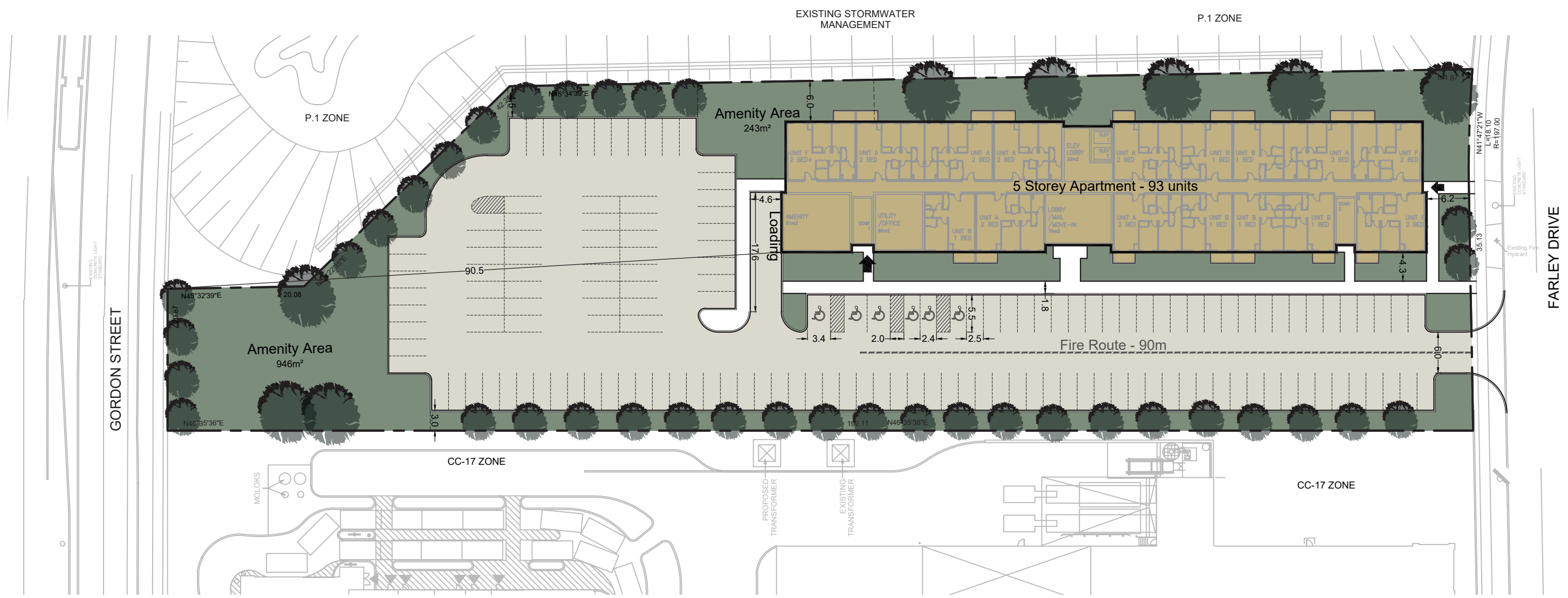
The surface parking area will be buffered from the adjacent commercial uses to the south through landscape buffers. An outdoor amenity area is proposed in two locations and is depicted on the Development Concept.

### 3.2 Design Attributes

The Proposed Application will facilitate development that is a compact, medium rise building that takes cues from its surrounding context while recognizing the planned intensification along the Clair/Gordon Community Node. It enhances the public realm by being located close to the Farley Drive frontage, establishing an architectural presence along the public street. In addition, natural surveillance of the abutting public space and trail is enhanced by orienting the building to the north of the Site, with windows and balconies facing the open space.

The Proposed Application will facilitate development that will have façade variation through balconies, canopies and roofing elements, and its material palette consists of neutral and contemporary tones that are accentuated by different textures such as stone, wood and glass. Roofs will be pitched, and window details, balconies and façade treatment will provide visual interest from ground level. The Site circulation is efficient and organized, with direct pedestrian access to the building from Farley Drive, and a single driveway for vehicular and servicing access.

R.4A Zone (Proposed)	Required	Provided		Required	Provided
Site Area	650m <sup>2</sup>	8,858m <sup>2</sup>			
Lot Frontage (min)	15m	21.0m (Gordon St)	Angular Plane (max)		
Units	N/A	93	To Street	45°	±43°
Density (max)	100upha	105upha <sup>+</sup>	To Park	40°	±68°*
Front Yard (min)	6m	90.5m	Common Amenity Area (min)	2,060m <sup>2</sup>	1,188m <sup>2</sup> +
Side Yard (min)	7.5m (½ height)	6.0m <sup>+</sup>	Landscaped Open Space (min)	20%	35.3% (3,127m <sup>2</sup> )
Side Yard to Habitable Windows (min)	7.5m	6.0m <sup>+</sup>	Parking (min)	147 spaces	150 spaces
Rear Yard	38.5m (20% lot depth)	6.2m <sup>+</sup>	Accessible Spaces (min)	6 spaces	6 spaces
Building Height (max)	8 storeys	5 storeys	Floor Space Index	1.0	1.0



## 4. Planning Policy Overview

The following section sets out the relevant planning policy framework to assess the appropriateness of the Proposed Application in the context of Provincial and City policy policies and regulations.

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the Planning Act with the latest version coming into effect on April 30, 2014, provides direction on matters of provincial significance related to land use planning. The Planning Act requires that, *“decisions affecting planning matters shall be consistent with”* the PPS. The overriding vision of the PPS states that *“the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy.”* The below PPS policies are relevant to the Site and the Proposed Application:

- Policy 1.1.1 b) identifies that *“healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs”*.
- Policy 1.1.1 c) encourages avoiding development and land use patterns which may cause environmental or public health and safety concerns.
- Policy 1.1.1 e) promotes cost-effective development patterns and standards to minimize land consumption and servicing costs.
- Policy 1.1.3.2 a) encourages a mix of land uses that efficiently use land and resources and effectively use transit, infrastructure and public service facilities.
- Policy 1.4.3 d) supports planning for an appropriate range and mix of housing types and densities by, among other elements, promoting *“densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists”*.
- Policy 1.5.1 identifies that healthy, active communities should be promoted, including ensuring that public streets, spaces and facilities to be safe, meet the

needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

## **4.2 Places to Grow Growth Plan for the Greater Golden Horseshoe (2017)**

The Province recently announced a new Growth Plan for the Greater Golden Horseshoe which came into effect on July 1, 2017. The new Growth Plan continues to support the development of complete communities, provision of a mix of housing types and providing a range of transportation options.

The Growth Plan provides an overall growth strategy for the Greater Golden Horseshoe region that complements the Provincial Policy Statement and is implemented by municipal planning documents. At the core of the Growth Plan are guiding principles of building compact, vibrant and complete communities; planning and managing growth to support a strong, competitive economy; and optimizing the use of existing or planned infrastructure to support growth in a compact and efficient form.

Policies for managing growth are contained in Section 2.2 of the Growth Plan. The following policies, contained in Section 2.2.1 are applicable to the Proposed Application:

*4. Applying the policies of this Plan will support the achievement of complete communities that:*

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- d) expand convenient access to:*
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. public service facilities, co-located and integrated in community hubs;*
  - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.*

The Site is identified within the Built-Up Area – conceptual on Schedule 4 – Urban Growth Centres. The Growth Plan states that by the year 2031 and each year thereafter, a minimum of 60% of all residential development occurring annually within each upper-or single-tier



municipality will be within the Built-Up Area. The Growth Plan states, *all municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) Encourage intensification generally to achieve the desired urban structure;*
- b) Identify the appropriate type and scale of development and transition of built form to adjacent areas;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*

#### **4.3 City of Guelph Official Plan (2014 and 2017)**

The City of Guelph updated their Official Plan to bring it into conformity with applicable Provincial regulations and plans. OPA 48 (the “OP”) was approved with modifications by the Ministry of Municipal Affairs and Housing in December 2013. The Decision was appealed to the Ontario Municipal Board and was recently approved on October 5, 2017. There are some sections of the OP that still remain under appeal. As there is not yet a consolidated version, schedules and policies from both the consolidated 2014 and 2017 versions are referred to below.

The Site is within the Greenfield Area as is identified on Schedule 1 – Growth Plan Elements in the OP (see Figure 4). Lands within the Greenfield Area are to provide for a diverse mix of land uses at transit-supportive densities and are to contribute to the City’s goal of a diverse and complete community. The following Greenfield policies (Section 3.12) are applicable to the Proposed Application:

*2. The greenfield area will be planned and designed to:*

- i) achieve an overall minimum density target that is not less than 50 residents and jobs combined per hectare in accordance with the Growth Plan policies...*
- iii) create street configurations, densities, and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;*
- iv) provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhood.*

The Site is generally located within a Community Mixed Use Node on Schedule 1 – Growth Plan Elements. The intention of lands within Nodes are to realize a compact urban form and are to evolve over time through intensification.



The Site is designated Community Mixed-Use Centre on Schedule 2 – Land Use Plan (see Figure 5). Lands within this designation are intended to develop over time into distinct areas with centralized public spaces that provide a range of uses, including, retail and office uses, live/work opportunities and medium to high density residential uses. The following are general commercial and Mixed-Use objectives which are contained in Section 9.4 of the OP and are applicable to the Proposed Application:

- a) *To ensure that an adequate supply of commercial land is provided throughout the City at appropriate locations to meet the needs of residents and businesses.*
- b) *To promote a distinct identity and character for commercial and Mixed-Use development through high standards of urban design.*
- c) *To promote the continued economic vitality, intensification and revitalization of existing designated commercial and Mixed-Use areas.*
- d) *To create Mixed-Use areas that are pedestrian oriented and transit-supportive.*

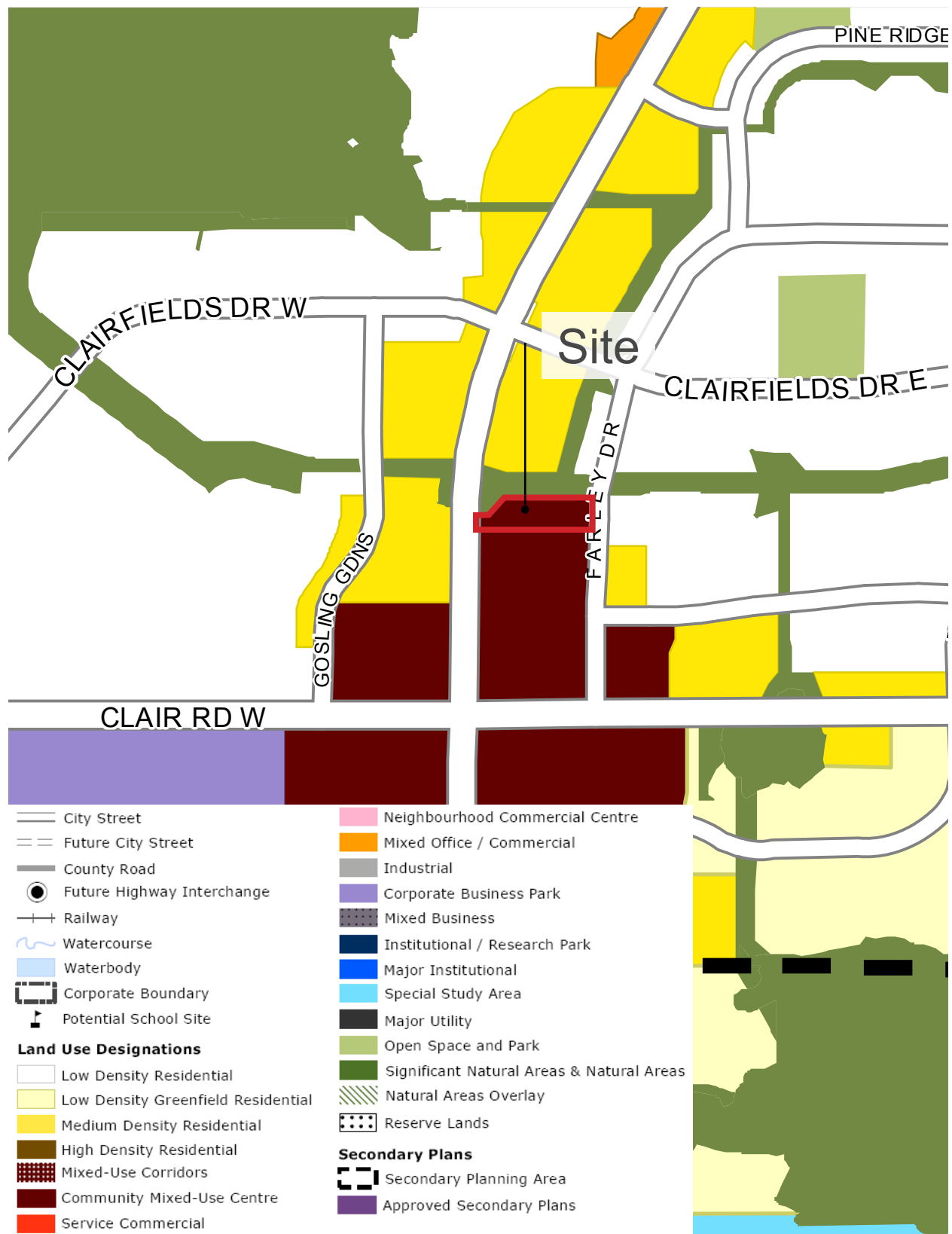
The objective of lands within a Community Mixed-Use Centres is: *to promote Community-Mixed-Use Centres that support a mix of uses including concentrations of commercial, residential and complementary uses serving the immediate neighbourhood and the wider community.*

Policy 9.4.2.4 states that where residential uses are incorporated into Community Mixed-Use centres, they are envisioned to be developed as Mixed-Use buildings or multiple-unit residential buildings.

Policy 9.4.2.7 speaks to building design and that it be consistent with the Urban Design policies of the OP. An Urban Design Brief has been prepared in support of the Proposed Application.

Policy 9.4.2.9 states that development within the Community Mixed-Use Centre designation is subject to the policies of Section 3.11 which are provided below.

- *3.11.2 The community Mixed-Use nodes will be planned and designed to:*
  - i) *be well served by transit and facilitate pedestrian and cycling traffic;*
  - ii) *provide a mix of commercial, offices and residential development in a higher density compact urban form that supports walkable communities to live/work opportunities; and*
  - iii) *allow complementary uses such as open space, institutional, cultural and educational uses, hotels and live/work studios.*



A variety of uses are permitted within the Community Mixed-Use Centre designation including: commercial, retail and service uses, live/work uses, small-scale professional and recreational commercial uses, community services and facilities, cultural, educational and institutional uses, hotels, multiple unit residential and urban squares and open space. Free standing multiple residential buildings are permitted to a maximum of ten storeys and 150 units per hectare (minimum density of 100 units per hectare) as per Policy 9.4.2.15 and 9.4.2.16.

### **Urban Design Concept Plan**

An Urban Design Concept Plan was prepared by the City (July 2016) for the Gordon/Clair Community Mixed-Use Centre. The Concept depicts a potential new building on the Site, closest to the Farley Drive frontage. The Proposed Development Concept is reflective of what is shown on the Concept Plan.

## **4.4 City of Guelph Zoning By-law (1995) - 14864**

The Site is zoned Community Shopping Centre (CC-17) specialized zone in the City of Guelph Zoning By-law (1995) – 14864 (see Figure 6). The following are the permitted uses within the CC Zone: amusement arcade, carwash, commercial entertainment, commercial school, funeral home, garden centre, public hall, recreation centre, rental outlet, tavern, taxi establishment. The site specific permissions apply to the property municipally known as 1750 Gordon Street South (directly south of the Site) and were put in place to recognize the proposed commercial uses on the Site.





Source: City of Guelph Zoning By-law (1995) - 14864 Schedule 'A'  
Defined Map Area 30 & 42 (August 1997)

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The Proposed Zoning By-law Amendment would rezone the Site from site specific Community Shopping Centre (CC-17) to a site specific General Apartment Zone (R.4A) to permit the Proposed Development (see Figure 7). The following are the permitted uses within the R.4A Zone: apartment building, nursing home, home for the aged, retirement residential facility, maisonette, accessory uses and home occupation. The following regulations are applicable to the R.4A Zone (Table 5.4.2). The chart also notes whether a site-specific zoning regulation is required to facilitate the Proposed Development.

<b>Table 5.4.2</b>				
	<b>Regulation</b>	<b>Required</b>	<b>Provided (Development Concept)</b>	<b>Site Specific Required Yes/No</b>
<b>3.</b>	Minimum Lot Area	650 m <sup>2</sup>	8,858 m <sup>2</sup>	No
<b>4.</b>	Minimum Lot Frontage	15 m	21 m	No
<b>5.</b>	Maximum Density (units/ha)	100 units/ha	105 units/ha	Yes
<b>6.</b>	Minimum Front and Exterior Side Yard	6 metres and as set out in Section 4.24	90.5 m (front yard)	No
<b>7.</b>	Maximum Front and Exterior Side Yard	---	N/A	N/A
<b>8.</b>	Minimum Side Yard	Equal to one-half the Building Height but not less than 3 metres and in accordance with Section 5.4.2.1 7.5 metres required as per the Development Concept	6.0 m	Yes
<b>5.4.2.1</b>	Minimum Side Yard	Despite Row 8 of Table 5.4.2, where windows of a Habitable Room face a Side Yard, such Side Yard shall have a minimum width of not less than 7.5 metres.	6.0 m	Yes
<b>9.</b>	Minimum Rear Yard	Equal to 20% of the Lot Depth or one-half the Building Height, whichever is greater,	6.2 m	Yes

		but in no case less than 7.5 metres 38.2 m (20% lot depth) as per the Development Concept		
10.	Maximum Building Height	8 storeys and in accordance with Sections 4.16, 4.18 and defined area map no. 68	5 storeys	No
11.	Minimum Distance Between Buildings	See Section 5.4.2.2	N/A	N/A
12.	Minimum Common Amenity Area	<p><b>5.4.2.4.1</b> An amount not less than 30 m<sup>2</sup> per dwelling unit for each unit up to 20. For each additional dwelling unit, not less than 20 m<sup>2</sup> of common amenity area shall be provided and aggregated into areas of not less than 50 m<sup>2</sup>.</p> <p>2,060 m<sup>2</sup> required as per current Development Concept</p> <p><b>5.4.2.4.2</b> Amenity Areas shall be designed and located so that the length does not exceed 4 times the width.</p> <p><b>5.4.2.4.3</b> A common amenity area shall be located in any yard other than the required Front Yard or</p>	<p>1,188 m<sup>2</sup></p> <p>Portion of the amenity area located within the front yard</p>	<p>Yes</p> <p>Yes</p>

		required Exterior Side Yard.		
13.	Minimum Landscaped Open Space	20% of the Lot Area for Building Heights from 1-4 storeys and 40% of the Lot Area for Buildings from 5-10 storeys	35.3%	No
14.	Off-street parking	<p>4.13.2.2 In a R.4 Zone, every parking space shall be located in the side or rear yard provided that no parking space is located within 3 metres of any lot line.</p> <p>4.13.2.2.1 Despite Section 4.13.2.2, only visitor parking (not more than 25% of the minimum off-street parking required) may be located in the Front Yard or Exterior Side Yard provided it is to the rear of the required Front or Exterior Side Yard.</p> <p>4.13.2.2.2 No part of any surface Driveway or surface Parking</p>	<p>Parking in front yard</p> <p>4.3 m</p>	<p>No</p> <p>No</p>

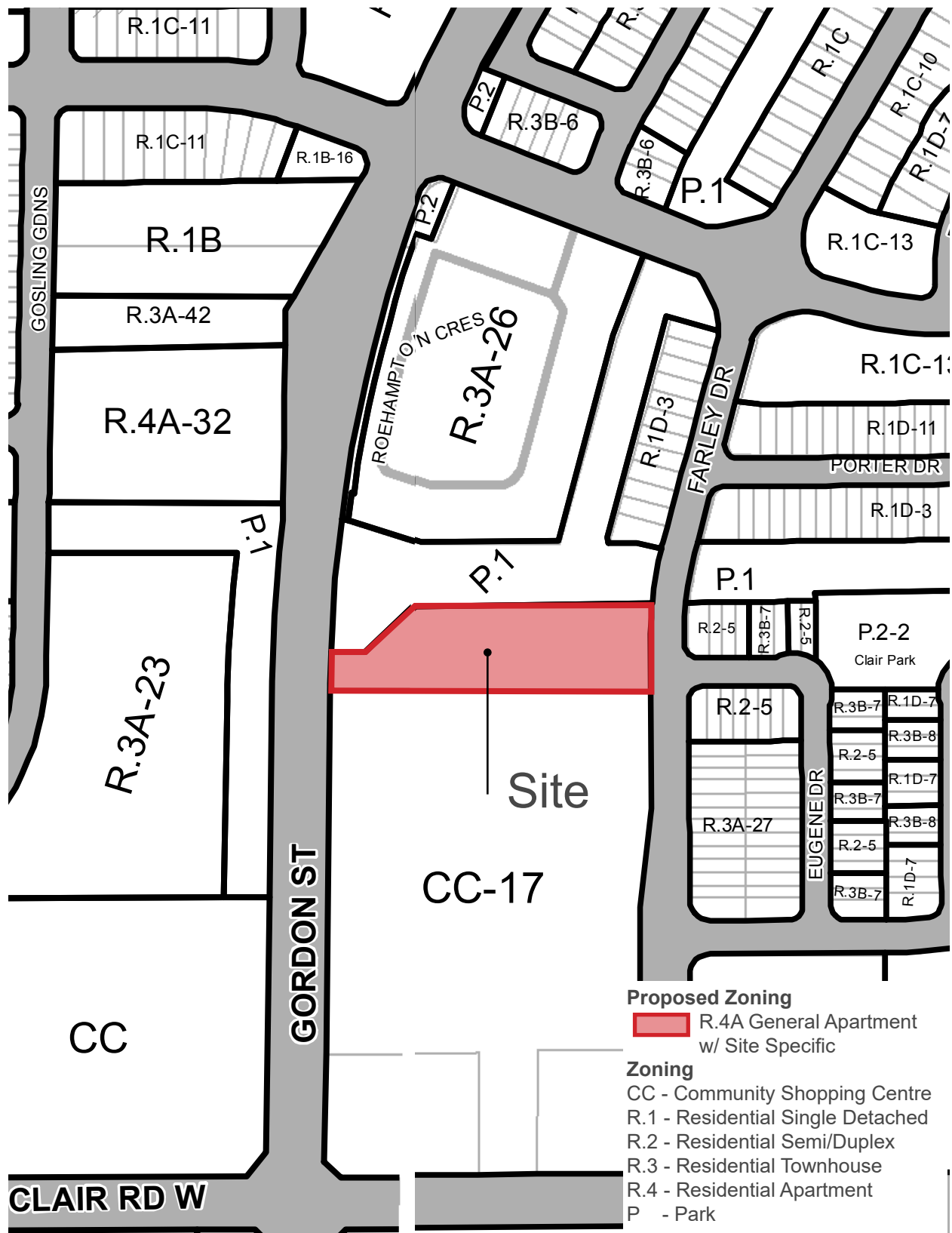
		<p>Area shall be located within 3 metres of a Building entrance or any window of a Habitable Room.</p> <p>4.13.4.3 Minimum Required Parking Spaces for Apartment Building: for the first 20 units: 1.5 spaces per unit, and for each unit in excess of 20: 1.25 per unit 147 spaces per current Development Concept (122/93 units, 25 visitor)</p>	150 spaces	No
15.	Buffer Strips	Where an R.4 zone abuts any other Residential Zone or any Institutional, Park, wetland or Urban Reserve Zone, a Buffer Strip shall be developed	N/A	N/A
16.	Accessory Buildings or Structures	Section 4.5	N/A	N/A
17.	Garbage, Refuse Storage and Composters	Section 4.9	Will be provided within the building.	No
18.	Floor Space Index (F.S.I)	1	1	No
4.16.2	Angular Plane to a Street	45 degrees	43 degrees	No
4.16.2	Angular Plane to a Park	40 degrees	68 degrees	Yes



The following site-specific regulations are being requested as part of the Proposed Application:

- a) Notwithstanding Table 5.4.2 (6), the maximum density shall be 105 units per hectare;
- b) Notwithstanding Table 5.4.2 (8), the minimum side yard (north) shall be 6.0 metres;
- c) Notwithstanding Section 5.4.2.1, the minimum side yard (north) shall be 6.0 metres;
- d) Notwithstanding Table 5.4.2 (9), the minimum rear yard shall be 6.0 metres;
- e) Notwithstanding Table 5.4.2.4 (1), the minimum common amenity area shall be 1,150 m<sup>2</sup>.
- f) Notwithstanding Table 5.4.2.4 (3), a portion of the common amenity area shall be permitted in the front yard;
- g) Notwithstanding Section 4.16.2, The angular plane to the lands zone P.1 shall be 70 degrees.

Justification for the proposed site specific regulations is provided in Section 6 of this Report. Please see Appendix B for a Draft of the Proposed Zoning By-law.



## 5. Supporting Studies

### 5.1 Functional Servicing and Stormwater Management Report

Crozier and Associates was retained by Reid's Heritage Homes to prepare a Functional Servicing & Preliminary Stormwater Management Report in support of the Proposed Application. The report can be summarized as follows:

- Water servicing for the Proposed Development can be provided by a 200 diameter mm service connecting to the existing 200 mm diameter watermain along Farley Drive;
- Sanitary servicing for the Proposed Development can be provided by a 200 mm service connecting to the existing 450 mm sanitary trunk sewer within Farley Drive.
- Stormwater collected on the Site will be stored in an underground system and will be collected by catchbasins. The controlled stormwater flows will be conveyed by a private storm sewer that will discharge to the City Greenway System. A portion of this drainage will drain uncontrolled to the City Greenway System due to grading constraints.
- An emergency overland flow route (i.e. to safely convey runoff from storm events greater than the 100-year storm), will be provided through the parking lot to a curb cut along the west parking limits.
- An existing Stormceptor STC 4000 located downstream was designed and sized to accommodate stormwater flows from the proposed Site. As such, additional quality control measures are not proposed.

Please refer to the complete Function Servicing and Stormwater Management Report for further details.

### 5.2 Transportation Impact Study

Paradigm Transportation Solutions Ltd. was retained by Reid's Heritage Homes to prepare a Transportation Impact Study (TIS) in support of the Proposed Application. The TIS determines the impacts of additional traffic on the surrounding road network and if any remedial measures are necessary to accommodate future traffic. Four roadways form the study area and include:

- Farley Drive
- Eugene Drive
- Goodwin Drive

- Clair Road

Paradigm conducted AM and PM period traffic counts at four nearby intersections. In summary, the traffic impacts of the Proposed Development are well within acceptable limits. It is estimated that 49 trips will be generated in the AM peak hour and 69 trips will be generated in the PM peak hour. The TIS concludes that:

- The proposed site driveway at Farley Drive and Eugene Drive, with stop signs located on the eastbound and westbound approaches, is expected to operate at acceptable conditions;
- All study intersections are expected to operate at acceptable conditions during the AM and PM peak hours with the addition of the Proposed Development;
- At the site driveway, acceptable intersection sight distance is noted to be present in both the north and south directions for a 60-kilometre speed;
- The Site is adjacent public and active transportation facilities which will provide for a very accessible development.

The report does not recommend any off-site transportation improvements. Please refer to the complete TIS for further details.

### **5.3 Phase 1 Environmental Site Assessment**

PINCHIN was retained by Choice Properties REIT to prepare a Phase I Environmental Site Assessment. A historical review was conducted and nothing was identified that would be likely to result in potential subsurface impacts on the Site. Based on the results of the Phase I ESA completed, nothing was identified that is likely to result in potential subsurface impacts on the Site. As such, no further work (i.e. Phase II ESA) was recommended.

Please refer to the complete Phase I ESA for further details.

### **5.4 Urban Design Brief**

The Urban Design Brief prepared by GSP Group concludes that the Proposed Development follows the intent of applicable design policy by providing a high quality of urban design through the application of cohesive massing, urban form and architectural treatment. The compact, medium rise form of the Proposed Development is appropriate for a Mixed-Use Community Node and its proximity to transit, services and parks promote walkability and sustainable development.

Please refer to the complete Urban Design Brief for further details.

## 6. Planning Analysis

The following section of this Report contains an analysis of the Proposed Application and associated Proposed Development with respect to the applicable policy and regulatory framework detailed in Section 4 of this Report.

### 6.1 Provincial Policy Statement

The Proposed Application is consistent with the policies of the PPS as it will facilitate compact development that makes efficient use of land, resources and public service facilities. The PPS states that healthy and liveable communities are sustained by an “*appropriate range and mix*” of residential, employment, institutional and recreational uses. The Proposed Application will permit an efficient use of the Site and contribute to the mix of residential housing choice in the area. The Proposed Application will facilitate development that would make use of existing and planned services including transit and cycling infrastructure and in turn support active modes of transportation and community connectivity. The increase of residential population in this location will support nearby commercial and institutional uses.

### 6.2 Places to Grow Growth Plan for the Greater Golden Horseshoe

The Growth Plan speaks to providing a diverse mix of land uses, providing convenient access to a range of transportation options, public service facilities, open space and parks and high quality compact built form. The Proposed Application would facilitate an efficient use of the Site and contribute to the housing supply and choice within the City of Guelph. The Proposed Application will provide housing in close proximity to public transportation, public service facilities and publicly-accessible open spaces. In addition, the Proposed Application will facilitate development that will contribute to a vibrant and active public realm along Farley Drive through appropriate site and urban design measures. The guiding principles of the Growth Plan speak to the achievement of complete communities that meet the needs of residents for daily living. The Proposed Application will facilitate development that provides housing within proximity to commercial, recreational and institutional amenities, meeting the intent of the Growth Plan which is to provide for the basic needs of all residents in a community.

### 6.3 City of Guelph Official Plan

The Proposed Application meets the intent of the OP policies for lands within the Greenfield Area which are to provide for a diverse mix of land uses at transit supportive densities and contribute to complete communities. The following policies are applicable to the Site and each has been justified below:



3.12.2. *The greenfield area will be planned and designed to:*

*i) achieve an overall minimum density target that is not less than 50 residents and jobs combined per hectare in accordance with the Growth Plan policies...*

The Proposed Application will facilitate development that will support the City's density targets for lands within the Greenfield Area. The Site is currently shown in the Greenfield Area on Schedule 1B of the OP however, through the next Municipal Comprehensive Review, it will be brought into the Built-Up Area, as per the current Growth Plan. The Proposed Development proposes a compact building form on an underutilized site and is appropriate given the characteristics of the surrounding neighbourhood.

*iii) create street configurations, densities and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;*

The Proposed Development will be supported by existing public transportation opportunities available within the area. There are several bus stops within walking distance of the Site, accessible bike lanes and trails. There are also several every day uses within proximity of the Site (directly south, southwest and southeast) that would allow for less automobile usage and will contribute to the use of active and public transportation options available.

*iv) provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;*

The following nearby uses demonstrate that the Proposed Development will contribute to the mix of uses available within the neighbourhood which are currently comprised of commercial, low rise residential, parks and institutional uses. The following is a partial list of some of the uses in the area:

- Three Grocery Stores
- Restaurants
- Drugstores
- Hair salon
- Southend Guelph Public Library branch
- Dentist
- Fitness Centre

- Dollarstore
- Banks
- Movie Theatre
- Westminster Woods Park
- Gosling Gardens Park
- Clair Park
- Orin Reid Park
- Westminster Woods Public School
- St. Paul Catholic School

The Site is generally located within a Community Mixed Use Node. Adjacent lands to the south and west are also located within the Community Mixed Use Node. The purpose of lands identified within the Node are to realize compact development and are to evolve through intensification over time. The Proposed Application will facilitate the development of the Site in a compact form that will realize an efficient use of the Site.

The Site is designated Community Mixed-Use Centre and as such, the following policies apply. Justification for each policy is provided as to how the Proposed Application meets the intent of each policy.

Section 9.4 contain general commercial and Mixed-Use objectives:

- a) *To ensure that an adequate supply of commercial land is provided throughout the City at appropriate locations to meet the needs of residents and businesses.*

It is our general opinion that there is sufficient commercial land available in the immediate and surrounding area. The Site is approximately 0.89 hectares which is small compared to the other commercial sites in the vicinity. There are adequate commercial uses to support the nearby residential uses and residents everyday needs. The Gordon/Clair Node permits up to 48,500 square metres of retail space. There is still opportunity for additional retail/service uses on the commercial site to the south and within other parts of the node that are currently being developed.

- b) *To promote a distinct identity and character for commercial and Mixed-Use development through high standards of urban design.*

The building elevations that have been prepared in support of the Proposed Application are designed with a unifying architecture treatment that take cues from the surrounding context. Roofs will be pitched, and window details, balconies and façade variation will provide visual interest from the ground level.

- c) *To promote the continued economic vitality, intensification and revitalization of existing designated commercial and Mixed-Use areas.*

The Proposed Application will facilitate residential development that will positively contribute to the nearby commercial uses' economic success with the increase in residential population. The Site is well suited for residential development and will contribute to the mix of uses in the area to support existing commercial uses.

- d) *To create Mixed-Use areas that are pedestrian oriented and transit-supportive.*

The Proposed Application will facilitate residential development that will contribute to a more Mixed-Use area as there are currently predominantly low rise residential uses, commercial uses. There are a few mid-rise buildings within the adjacent neighbourhood however it is predominantly low rise. The Proposed Application will allow for a multiple unit residential building of an appropriate height and density that will support existing, nearby public and active transportation infrastructure. The active and public transportation options available can be utilized by future residents and will ultimately limit the need for automobile use.

Policy 9.4.2.7 speaks to building design and ensuring consistency with the Urban Design policies of the OP. An Urban Design Brief has been completed in support of the Proposed Application in response to this policy.

The OP states that policies related to Community Mixed-Use Nodes are also applicable to lands designated Community Mixed-Use Centre. It is our opinion that these policies are met through the Proposed Application as the Site is well served by transit, pedestrian and cycling options, provides for a compact residential use and promotes a more walkable community.

Further, the Proposed Application proposes a multiple residential building, 105 units per hectare and 5 storeys in height. The Community Mixed-Use Centre designation permits a maximum density of 150 units per hectare and 10 storeys in height. The Proposed

Application will result in a density that is in keeping with the policy direction of the OP for multiple residential buildings on lands designated Mixed-Use Centre. Further, the Proposed Development contemplates a building height of 5 storeys which is in keeping with the maximum height permissions of the OP.

#### **6.4 City of Guelph Zoning By-law (1995) - 14864**

The Site is zoned Community Commercial (CC-17) in the City of Guelph Zoning By-law (1995) – 14864. Permitted uses in this zone include The Site is zoned Community Shopping Centre (CC-17) specialized zone in the City of Guelph Zoning By-law (1995) – 14864. The following are the permitted uses within the CC Zone: amusement arcade, carwash, commercial entertainment, commercial school, funeral home, garden centre, public hall, recreation centre, rental outlet, tavern, taxi establishment. The site specific permissions apply to the property municipally known as 1750 Gordon Street South (directly south of the Site) and were put in place to recognize the proposed commercial uses on the Site.

The Proposed Zoning By-law Amendment would rezone the Site to General Apartment Zone (R.4A) with site specific regulations to permit the Proposed Development. The proposed General Apartment Zone is in keeping with the permissions of the Community Mixed-Use Centre designation which permits multiple residential uses.

The following are the requested site specific regulations and a rationale is provided for each:

- a) Notwithstanding Table 5.4.2 (6) the maximum density shall be 105 units per hectare;

The request for an increased density to 105 units per hectare whereas 100 units per hectare is permitted is to realize the most efficient and logical use of the Site. The increase in density will realize an increase of 5 units over and above what would be permitted in the R.4A Zone. The request to increase the permitted maximum density is in keeping with the policy direction of the Province and the City's OP. The OP policies applicable to the Site permit a maximum density of 150 units per hectare. The requested increase in density can be realized without negatively impacting surrounding properties. There are no anticipated servicing, parking or compatibility issues as a result of the increased number of units requested. There is currently a surplus of parking on the Site. The Proposed Application will provide for an appropriate density of development given the adjacent land uses. It is our opinion that the proposed on-site amenities, landscaping, vehicular circulation and parking can be accommodated and as such, the requested increase in density is appropriate and justified.

The Functional Servicing Report prepared by Crozier and Associates concludes that the proposed service connections to the existing sanitary, water and stormwater networks are adequate and that appropriate measures for stormwater management quality control can be implemented. The increased density can be supported in terms of existing municipal servicing.

- b) and c) Notwithstanding Table 5.4.2 (8) and Section 5.4.2.1 the minimum side yard (north) shall be 6.0 metres;

Section 5.4.2.1 of the Zoning By-law requires that where habitable rooms are adjacent a side yard there must be a minimum 7.5 metre setback. It is our opinion that a reduction of 1.5 metres is appropriate given that the lands to the north are open space (stormwater management facility and trail). As such, there will be no negative impacts as a result of a 6.0 metre side yard setback. A reduction of this setback also allows for the building placement as shown on the Development Concept which allows for ultimate site layout, including, parking, site circulation, amenity areas. In addition, this places the building furthest from the commercial/loading uses to the south.

- d) Notwithstanding Table 5.4.2 (9) the minimum rear yard shall be 6.0 metres;

The request for a reduced minimum rear yard is a result of Gordon Street being the legal frontage on the Site. The rear yard technically functions as a front yard as per the current building placement. The required front yard setback in the R.4A Zone is 6.0 metres and as this functions as a front yard, it is our opinion that this setback is appropriate. The request to reduce the rear yard is necessary to permit the Development Concept as shown.

- e) Notwithstanding Table 5.4.2.4 (1) the minimum common amenity area shall be 1,150 m<sup>2</sup>.

The purpose of common amenity area is to provide a space for active or passive recreation or enjoyment for residents. Both indoor and outdoor amenity areas are proposed as part of the Development Concept. Two outdoor common amenity areas are proposed that will be landscaped and will provide open space for residents. An indoor amenity area is proposed on the main floor of the building and will provide a space for recreational enjoyment for future residents. The purpose of the minimum common amenity area regulation is to ensure that



there is sufficient amenity areas for the residents of the building. There are a number of public parks and trails within walking distance of the Site which contribute to the public amenities available to future residents. Reid's has developed a significant number of mid-rise buildings and understands the needs of residents. As such, it is has been determined that 1150 m<sup>2</sup> is sufficient to adequately serve the needs of the future residents for a building of this size.

- f) Notwithstanding Table 5.4.2.4 (3) a portion of the common amenity area shall be permitted in the front yard;

The purpose of the regulation is to not permit amenity areas to be within the front yard setback (i.e. 6.0 metres) is to ensure that the amenity area is enjoyable and useful. As the front yard technically acts as the rear yard on this Site, it is our opinion that the amenity area as proposed (in proximity to Gordon Street) still allows for a useable outdoor space. The amenity area as proposed can be appropriately screened at the detailed design stage from parking and Gordon Street to ensure an enjoyable outdoor space.

- g) Notwithstanding Section 4.16.2 The angular plane to the lands zone P.1 shall be 70 degrees.

The request to increase the angular plane to 70 degrees from the required 40 degrees to the open space area to the north meets the intent of the Zoning By-law as the purpose of it is to regulate massing and building height so as to not create negative impacts on lands zoned Park. The regulations for angular plane do not differentiate between the different Park Zones (i.e. Conservation Land, Neighbourhood Park, Community Park etc.). The lands to the north are zoned Conservation Land (P.1) which permits the following: conservation area, flood control facility, recreation trail and wildlife management area. It is our opinion that the increase in angular plane will not create negative impacts on the adjacent stormwater management facility as there are no active users of this space. The trail is setback approximately 30 metres from the north property line which allows for sufficient separation to the trail use.

The Proposed Application is appropriate based on the following:

- The Proposed Application will facilitate residential development that will contribute to the availability of housing to accommodate future population growth in a compact and efficient manner which will in turn support the existing commercial uses.

- The width and depth of the Site is appropriate for the density and height that is proposed.
- The Proposed Application will facilitate development that will make efficient use of a currently underutilized parcel.
- The Proposed Development concept contemplates a building placement that will not conflict with the existing commercial uses to the south.
- The Site represents an ideal location for multiple unit residential housing given the number of commercial and service uses that are located within close proximity.
- Will facilitate development that is in keeping with the direction of the OP for lands within the Community Mixed-Use Centre which encourages a mix of uses.
- The Proposed Development represents good design and consideration has been given to the building's massing, features and materials to provide for a building that has a contemporary approach to design.
- Will provide for a transit-supportive, pedestrian friendly development.
- The technical studies prepared in support of the Proposed Application confirm that the Site can be adequately serviced and that additional traffic trips can be accommodated through the existing transit infrastructure.
- The Proposed Application is consistent with the in force and effect and future policy framework, including Provincial and local policy direction.

## 7. Conclusions

GSP Group has been retained by Reid's Heritage Homes Ltd. to coordinate the preparation and submission of a Zoning By-law Amendment Application for the property municipally known as 98 Farley Drive in the City of Guelph.

The Proposed Application is necessary to permit the development of the Site with a mid-rise apartment building. The Development Concept contemplates a building five storeys in height with 93 units. Surface parking is proposed and access is provided from Farley Drive.

This Planning Justification Report concludes that the Proposed Application is appropriate and represents good planning for the following reasons:

- Consistent with the policies of the Provincial Policy Statement (2014);
- Conforms with the Growth Plan for the Greater Golden Horseshoe (2017);
- Conforms with the policies for Greenfield Areas in the OP;
- Conforms with the policies of the Community Mixed-Use Centre designation and the direction to provide for a mix of uses, including multiple residential buildings to a maximum density of 150 units per hectare;
- The requested R.4A Zone and each of the requested site-specific provisions are appropriate and justified for the reasons set out in Section 6.4 of this Report;
- The Development Concept addresses applicable sections of the City's Urban Design policies and many details of the design can and will be further developed at the Site Plan approval stage;
- The Site can be serviced through proposed service connections to the existing sanitary, water and stormwater networks and appropriate measures for stormwater management quality control can be implemented; and
- It is appropriate in this urban context, particularly within a Community Mixed-Use Centre (and a portion being within a Mixed-Use Node)

For the above noted reasons, it is our opinion the Proposed Application is appropriate and represents good land use planning.

## **APPENDIX A**

**June 13, 2017**

Hugh Handy, MCIP, RPP  
Associate  
GSP Group Inc.  
201-72 Victoria Street South  
Kitchener, Ontario  
hhandy@gspgroup.ca

**Dear Mr. Handy**

The City of Guelph would like to thank you for attending the Development Review Committee meeting on May 31, 2017 to discuss the proposal and complete application requirements for the lands located at 98 Farley Drive.

The applicant is proposing to rezone the Site from to residential to permit the development of a 4 storey apartment building.

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

During the meeting a discussion took place about increasing the number of storeys to 6 which staff indicated that further discussion and an off line meeting should take place. Once the applicant has developed an alternative concept showing the increased storeys, parking and density, it is recommended to have another meeting with staff to review and discuss.

If there are any questions please contact the undersigned or the specific department staff noted on the attached form.



*for* Sylvia Kirkwood, MCIP, RPP  
Manager of Development Planning  
Planning Services  
Infrastructure, Development & Enterprise

T 519-822-1260 ext. 2359  
F 519-822-4632  
E Sylvia.kirkwood@guelph.ca

1. Mandatory Pre-consultation Requirement Summary

**City Hall**  
1 Carden St  
Guelph, ON  
Canada  
N1H 3A1

T 519-822-1260  
TTY 519-826-9771



## Mandatory Pre-Consultation Summary

**Site Address:** 98 Farley Drive

**Existing Official Plan Designation:** Mixed Use Node

**Existing Zoning:** Community Shopping Centre CC-17

### Application Type:

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

### Application Fees:

Application	City of Guelph	GRCA	
Official Plan Amendment			
Zoning By-law Amendment	\$7949		
Plan of Subdivision			
Plan of Condominium			
Multiple Application Fee			

Separate cheques are required and payable to the City of Guelph and the GRCA.  
Development Agreement Fee \$795.00

### Submission Requirements Reports, Studies, Plans (see Appendix for additional details)

	Required	Paper Copies	Notes/Staff
Completed Application Form (s)	<input checked="" type="checkbox"/>	2	With original Signature
Conceptual Site Plan	<input checked="" type="checkbox"/>	12	
Draft Plan of Subdivision/Condo	<input type="checkbox"/>		
Planning Justification Report/Letter	<input checked="" type="checkbox"/>	12	
Draft Proposed Zoning By-law Amendment	<input checked="" type="checkbox"/>	1	
Draft Proposed Official Plan Amendment	<input type="checkbox"/>		
Urban Design Brief	<input checked="" type="checkbox"/>		
On Street Parking Plan	<input type="checkbox"/>		
Streetscape Plan	<input type="checkbox"/>		
Building Elevations/Renderings	<input checked="" type="checkbox"/>	12	Part of UDB & PJR
Legal Survey of Site	<input checked="" type="checkbox"/>	4	
Functional Servicing Report	<input checked="" type="checkbox"/>	4	See comments
Draft Servicing and Grading Plan	<input checked="" type="checkbox"/>	4	
Existing Conditions/Contour Plan/Easements	<input checked="" type="checkbox"/>	4	See Comments
Drainage Plan	<input checked="" type="checkbox"/>	4	

Storm Water Management Report	<input checked="" type="checkbox"/>	4	See comments
Landscape Plan	<input type="checkbox"/>		
Lighting Plan/Photometric Plan	<input type="checkbox"/>		
Tree Inventory/Preservation Plan	<input type="checkbox"/>		See comments
Traffic/Transportation Impact Study	<input type="checkbox"/>		
Truck Turning/Movement Plan	<input type="checkbox"/>		
Hydrology Study	<input type="checkbox"/>		
Geotechnical/Soil Report	<input type="checkbox"/>		
Agricultural Impact Assessment Report	<input type="checkbox"/>		
Commercial Market Impact Study Scoped	<input type="checkbox"/>		
Financial Impact Study	<input type="checkbox"/>		
Noise Study	<input type="checkbox"/>		
Vibration Study	<input type="checkbox"/>		
Shadow Analysis	<input type="checkbox"/>		
Heritage Impact Study	<input type="checkbox"/>		
Archaeological Report	<input type="checkbox"/>		
Cultural Heritage Impact Assessment	<input type="checkbox"/>		
Wind Impact Study	<input type="checkbox"/>		
Environmental Impact Study (EIS)	<input type="checkbox"/>		
Environmental Implementation Report (EIR)	<input type="checkbox"/>		
Phase I Environmental Site Assessment	<input checked="" type="checkbox"/>	4	
Phase II Environmental Site Assessment	<input type="checkbox"/>		
Record of Site Condition Report	<input type="checkbox"/>		
Height Survey of Adjacent Buildings	<input type="checkbox"/>		
Employment Lands Needs Analysis	<input type="checkbox"/>		
Employment Lands Conversion Justification	<input type="checkbox"/>		
Affordable Housing Report	<input type="checkbox"/>		
Rental Conversion Report	<input type="checkbox"/>		
Source Water Protection	<input type="checkbox"/>		
Digital Submission of all plans/reports PDF	<input checked="" type="checkbox"/>	All	
Other (Specify)	<input type="checkbox"/>		

#### **Additional Staff Comments:**

##### **Engineering – Michelle Thalen**

SWM report (have Consulting Engineer contact Kim Toole for a site specific stormwater criteria);

Functional servicing report that addresses proposed servicing needs for this development, highlighting the sanitary requirements of the site and the correlation to the south end sanitary constraints, as discussed at the meeting (refer to CIVICA report);

Appropriate environmental studies/Site Screening Questionnaire (SSQ) as required by the City of Guelph's "Guidelines for Development of Contaminated or Potentially Contaminated Sites – 2016";

##### **Environmental Planning – Adele Labbe**

The site has been pre-graded and does not include any trees, however it is located beside on the of the City's Greenways which is treed and provides a stormwater management function. Note that a Tree Inventory & Preservation Plan, undertaken

by a qualified arborist, will be required at subsequent planning stages (i.e., Site Plan) to address shared, public and private trees with driplines that are within 6 m of the property boundary.

The site is in the Hanlon Creek Subwatershed. Consideration should be given to the site's role for recharge as it relates to the natural environment (i.e. including shallow groundwater) and the design should accommodate any need for mitigation through stormwater management. As such appropriate studies, such a geotechnical and hydrogeological investigations, should be undertaken to support the characterization of water resources and to provide recommendations.

The site design should consider integrating a treatment train approach to stormwater management to support water resources.

The site is regulated under the City's Tree By-law and any tree removals would require authorization from the City.

### **Parks Planning – Jyoti Pathak**

Parkland was conveyed at the time of registration of one or more phases of the Westminster Woods draft plans of subdivision;

Payment in-lieu may be required for the proposed residential development under the Section 42 (7) (a) and (b) of the Planning Act as follows:

#### **Where land conveyed**

(7) If land has been conveyed or is required to be conveyed to a municipality for park or other public purposes or a payment in lieu has been received by the municipality or is owing to it under this section or a condition imposed under section 51.1 or 53, no additional conveyance or payment in respect of the land subject to the earlier conveyance or payment may be required by a municipality in respect of subsequent development or redevelopment unless,

- (a) there is a change in the proposed development or redevelopment which would increase the density of development; or
- (b) land originally proposed for development or redevelopment for commercial or industrial purposes is now proposed for development or redevelopment for other purposes. 1994, c. 23, s. 25; 2015, c. 26, s. 28 (9).

Upon review of the completed application if it is determined that a payment in-lieu of parkland conveyance is required, the following would be applicable:

- a. The payment in lieu of parkland conveyance would be collected in accordance with the City's parkland dedication bylaw (1989) 13410 as amended by Bylaw number (1990) 13545 and bylaw number (2007) 18225 OR any successor thereof.
- b. The Owner shall provide a satisfactory long form 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. The value of the land shall be determined as of the day before the day the first building permit is issued. The long form 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. Notwithstanding the foregoing, if the long form appraisal provided by the applicant is not satisfactory to the Deputy CAO of Public Services, 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.

- c. The appraisal would be prepared and the amount agreed upon prior to formal site plan approval.

**Property Demarcation:**

Property Demarcation would be required under City's property demarcation policy.

## **APPENDIX B**



# THE CORPORATION OF THE CITY OF GUELPH

BY-LAW NO. 2018\_\_\_\_ - \_\_\_\_

A BY-LAW TO AMEND BY-LAW (1995) - 14864, BEING A ZONING BY-LAW  
CONTROLLING DEVELOPEMNT WITHIN THE CITY OF GUELPH

**WHEREAS** the Municipal Council of The Corporation of the City of Guelph deems it desirable to amend By-law (1995) – 14864 and amending by-laws, with respect to the lands identified on the attached Schedule “A” in accordance with the provisions of this by-law.

**THEREFORE, THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF GEULPH  
ENACTS AS FOLLOWS:**

1. That By-law No. 14864 is hereby amended as follows:

1.1 By changing the zoning on the affected land on Schedule ‘A’ from “Community Shopping Centre (CC-17)” to “General Apartment Zone (R.4A) Zone, site specific.

1.2 By adding the following site-specific regulations:

- Notwithstanding Table 5.4.2 (6), the maximum density shall be 105 units per hectare;
- Notwithstanding Table 5.4.2 (8), the minimum side yard (north) shall be 6.0 metres;
- Notwithstanding Section 5.4.2.1, the minimum side yard (north) shall be 6.0 metres;
- Notwithstanding Table 5.4.2 (9), the minimum rear yard shall be 6.0 metres;
- Notwithstanding Table 5.4.2.4 (1), the minimum common amenity area shall be 1,150 m<sup>2</sup>.
- Notwithstanding Table 5.4.2.4 (3), a portion of the common amenity area shall be permitted in the front yard;
- Notwithstanding Section 4.16.2, The angular plane to the lands zone P.1 shall be 70 degrees.

2. This by-law shall come into force and effect on the date of its final passing, subject to the provisions of the Planning Act, 1990 and amendments thereto.

ENACTED this \_\_\_\_\_ day of \_\_\_\_\_, 2018

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MAYOR

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CLERK

## SCHEDULE 'A'

This is Schedule 'A' to By-law No. 2018-\_\_\_ passed this \_\_\_ day of \_\_\_\_\_, 2018.

