

Staff Report



To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Monday, September 10, 2018

Subject **Decision Report
233-237 Janefield Avenue
Official Plan and Zoning By-law Amendments
File: OP1702/ZC1702
Ward 5**

Report Number IDE-2018-112

Recommendation

1. That the application by Astrid J. Clos Planning Consultants on behalf of Benedetto Di Renzo and Mario Antonio Di Renzo, for approval of an Official Plan Amendment on a portion of the site from the Medium Density land use designation to the High Density designation to permit a high density residential development on the properties municipally known as 233-237 Janefield Avenue and legally described as Part of Block L, Registered Plan 649; Geographic Township of Guelph, City of Guelph be approved, in accordance with ATT-2 of the Infrastructure, Development and Enterprise Report IDE-2018-112, dated September 10, 2018.
2. That the application by Astrid J. Clos Planning Consultants on behalf of Benedetto Di Renzo and Mario Antonio Di Renzo, for approval of a Zoning By-law Amendment from the R.4A-1 (Specialized Residential Apartment) Zone with and "SC.1-4" (Specialized Service Commercial) Zone to an R.4B-?? (Specialized High Density Residential) Zone to permit the development of a 10 storey, 165 unit high density residential development on the properties municipally known as 233-237 Janefield Avenue and legally described as Part of Block L, Registered Plan 649; Geographic Township of Guelph, City of Guelph be approved, in accordance with ATT-3 of the Infrastructure, Development and Enterprise Report IDE-2018-112, dated September 10, 2018.
3. That in accordance with Section 34(17) of the *Planning Act*, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 233-237 Janefield Avenue.

Executive Summary

Purpose of Report

This report provides a staff recommendation to approve Official Plan and Zoning By-law Amendments to permit the development of a 10 storey, 165 unit, high density residential development on the site municipally known as 233-237 Janefield Avenue.

Key Findings

Planning staff support the proposed Official Plan and Zoning By-law Amendment subject to the regulations and conditions in ATT-3.

Financial Implications

Estimated Development Charges: \$2,615,000 based on 2018 rates.

Estimated Annual Taxes: \$213,000

Report

Background

Applications for an Official Plan Amendment and a Zoning By-law Amendment were received for the property municipally known as 233-237 Janefield Avenue on May 3, 2017 and deemed complete on June 1, 2017. The original proposal was for a 12 storey, high density residential development containing approximately 185 residential units. A statutory public meeting was held on July 10, 2017. At this Public Meeting Council several area residents raised concerns about the proposal, including height, density and access.

The applicant reviewed these concerns together with staff comments and submitted a revised application on February 12, 2018. The revised application reduced the building height to 10 storeys, shortened the building on the westerly side and reduced the number of dwelling units to a total of 165 residential units. A second Public Meeting was held on May 14, 2018 to discuss the revised application. At this public meeting, area residents still had concerns primarily with traffic, height and compatibility with the surrounding area.

Location

The subject lands are located on the south side of Janefield Avenue, north of Stone Road West, west of Scottsdale Drive and east of the Hanlon Parkway (see Location Map and Orthophoto in ATT-1). The site is approximately 1.1 hectares in size and is vacant.

Surrounding land uses include:

- A stacked townhouse development on the north side of Janefield Avenue, directly across from the subject site;
- A commercial plaza is located at the intersection of Janefield and Scottsdale Drive, east of the subject site;

- Holiday Inn Guelph Hotel & Conference Centre is located at the intersection of Scottsdale Drive and Stone Road West; which is to the south of the subject site;
- Two Religious establishments, Priory Park Baptist and Jehovah’s Witness, are south west and adjacent to the subject site; and
- A single detached dwelling at the intersection of Janefield Avenue and Torch Lane which is to the west of the site.

Official Plan Land Use Designations and Policies

The application was received prior to the City’s new Official Plan (OPA#48) coming into full force and effect, so the policies of the previous Official Plan (City of Guelph Official Plan 2001, September 2014 Consolidation) are applied to the review of this application.

The land use designations that apply to the subject property are “Medium Density Residential and Intensification Area”. Medium Density Residential permits multiple-unit residential buildings, such as townhouses, row dwellings and walk-up apartments. The net density of development shall be a minimum of 20 units per hectare and a maximum of 100 units per hectare.

The intent of the “Intensification Area” designation is to promote the intensification and revitalization of existing well defined commercial nodes in order to efficiently use the land by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs at one location. Implementing zoning by-laws may include mechanisms such as minimum density requirements and maximum parking standards to promote the efficient use of the land base. The intensification area is intended to provide a wide range of retail, services, office, entertainment and recreational commercial uses as well as complementary uses including open space, institutional, cultural and educational uses, hotels and live-work studios. Medium and high density multiple unit residential development and apartments shall also be permitted in accordance with the policies of Section 7.2. The relevant policies are included in ATT-4.

Official Plan Amendment #48 Land Use Designations and Policies

Official Plan Amendment #48 (OPA 48) came into effect in October 2017, and is a comprehensive update to the City’s Official Plan. It designates the subject property as “Mixed Use Corridor” and “Medium Density Residential”. The permitted uses under the Medium Density Residential include multiple unit residential buildings, such as townhouses and apartments. The minimum building height is two (2) storeys and the maximum height is six (6) storeys with a density range of 35 to 100 units per hectare.

The Mixed-use Corridor designation is intended to serve both the needs of residents living and working in-site in nearby neighbourhoods and employment districts and the wider City as a whole. The objectives: to promote the continued economic viability, intensification, diversity of uses and revitalization of the Mixed-use Corridor; to promote a distinctive and high standard of building and landscape design for Mixed-use Corridors; to ensure that the development of Mixed-use

Corridors occurs in a cohesive, complementary and coordinated manner. Freestanding residential development is permitted in this designation with a permitted density range of 100-150 units per hectare.

Although the application is being processed under the 2001 Official Plan, staff must have regard to the Council adopted policies and designations of OPA 48. The land use designations and relevant policies contained in OPA 48 are included in ATT-5.

Description of the Proposed Official Plan Amendment

The applicant is requesting to amend the Official Plan by redesignating the portion of the subject lands that currently have a "Medium Density Residential" land use designation to a "High Density Residential" land use designation, which would have a maximum residential density of 150 units per hectare, similar to the existing Mixed Use Corridor designation on the easterly half of the site. The recommended Official Plan Amendment is included in ATT-2.

Existing Zoning

The subject property is currently zoned "R.4A-1" (Residential Apartment) Zone with specialized regulations and "SC.1-4" (Service Commercial) Zone with specialized regulations in the City of Guelph's Zoning By-Law No. (1995)-14865. The existing zoning is included in ATT-6.

Description of Proposed Zoning By-law Amendment

The applicant has requested to rezone the subject lands from the R.4A-1" (Residential Apartment) Zone and "SC.1-4" (Service Commercial) Zone in the Guelph Zoning By-law to the R.4B (High Density Residential Apartment) Zone to permit the development of a residential building with a maximum height of 10 storeys and a total of 165 residential units. No specialized regulations were requested by the applicant for this zone.

While no specialized regulations are required to build the development as proposed, to better address some of the concerns from neighbouring residents, planning staff have recommended some site specific regulations be added to the site to further ensure that the development is built as proposed. The following site specific regulations are being recommended by staff:

- A 35 degree angular plane setback from Torch Lane to the building
- A 30 metre building setback from Torch Lane
- A greater minimum side yard setback of 15 metres from the westerly interior side lot line adjacent to the Priory Park Baptist Church
- A height limit of 8 storeys on the westerly portion of the site, within 30 metres of the westerly interior side lot line.
- A maximum building length of 65 metres above the second storey
- That the building must stepback a minimum of 6 metres above the 9th storey from the edge of the building facing the easterly interior lot line.

The proposed zoning is shown in ATT-7.

Original Development Proposal (May 2017)

The original development proposal for the site, from May 2017, consisted of one 'L' shaped residential building with varying heights of 12, 10 and 5 storeys, containing approximately 185 residential units. The applicant applied for a site specific Official Plan amendment to permit a density of 168 units per hectare and a site specific high density residential zone (R.4B-?) with specialized regulations for reduced common amenity area, increased density, increased Floor Space Index, reduced side yard setback and increased building height to 12 storeys. See ATT-8 for initial site concept plan and building elevations.

Current Development Proposal

The applicant's revised submission is for one residential building containing 165 residential units, that is still 'L' shaped, with 10 storeys in the higher portion of the building on the easterly side of the site, then 8 storeys in the westerly portion, with a 2 storey high podium in the centre joining the two sections. The driveway access has been removed from Torch Lane and now a single site access is located on the east side of the building onto Janefield Avenue. The outdoor amenity area has been relocated to provide a larger building setback and buffer to the existing religious establishments and the single-detached dwelling on Torch Lane. A total of 212 parking spaces are provided and 121 of those spaces are located in two levels of underground parking. The current conceptual development plan and proposed building elevations are shown in ATT-9.

Staff Review/Planning Analysis

The staff review and planning analysis for this application is provided in ATT-10. The analysis addresses all relevant planning considerations, including the issues that were raised by Council and members of the public at the statutory Public Meetings held on July 10, 2017 and May 14, 2018.

Staff Recommendation

Planning staff are satisfied that the Official Plan Amendment Application and Zoning By-law Amendment Application are both consistent with the 2014 Provincial Policy Statement and conform to the Growth Plan for the Greater Golden Horseshoe. The applications conform to the objectives and policies of the Official Plan. Proposed OPA 68 to redesignate the Medium Density Residential portion of the site to High Density Residential meets the policies of the 2001 Official Plan, in effect at the time of application as well as OPA 48 in effect today.

The applicant has made a number of minor modifications to the proposed development in response to comments received since initially submitting the applications. Additional and modified specialized zoning regulations are also being recommended by staff that were not identified at the Statutory Public meeting. However, the modifications to the development layout and the addition of specialized zoning regulations as recommended by staff are considered to be minor and therefore staff recommend that no further public notice is required in accordance with Section 34(17) of the *Planning Act*.

Planning staff are recommending that Council approve the applications for an Official Plan Amendment and Zoning By-law Amendment subject to the conditions and zoning regulations outlined in ATT-3.

Financial Implications

Estimated Development Charges: \$2,615,000 based on 2018 rates
Estimated Annual Taxes: \$213,000

Consultations

The public agency and comments received from City departments during the review of the application are summarized in ATT-13. Key dates for the public process regarding the planning application are included in ATT-14.

Corporate Administrative Plan

This report supports the following goals and work plans of the Corporate Administrative Plan (2016-2018):

Overarching Goals

Service Excellence

Service Area Operational Work Plans

Our People- Building a great community together

Attachments

ATT-1	Location Map (120 metre circulation) and Orthophoto
ATT-2	Recommended Official Plan Amendment No. 68
ATT-3	Recommended Zoning Regulations and Conditions
ATT-4	Official Plan Land Use Designations and Policies
ATT-6	Existing Zoning
ATT-7	Proposed Zoning
ATT-8	Initial Site Concept Plan and Building Elevations
ATT-9	Revised Site Concept Plan and Building Elevations
ATT-10	Planning Analysis
ATT-11	Community Energy Initiative Commitment Letter
ATT-12	Urban Design Peer Review Summary
ATT-13	Departmental and Agency Comments Summary
ATT-14	Public Notification Summary

Departmental Approval

Not applicable.

Report Author

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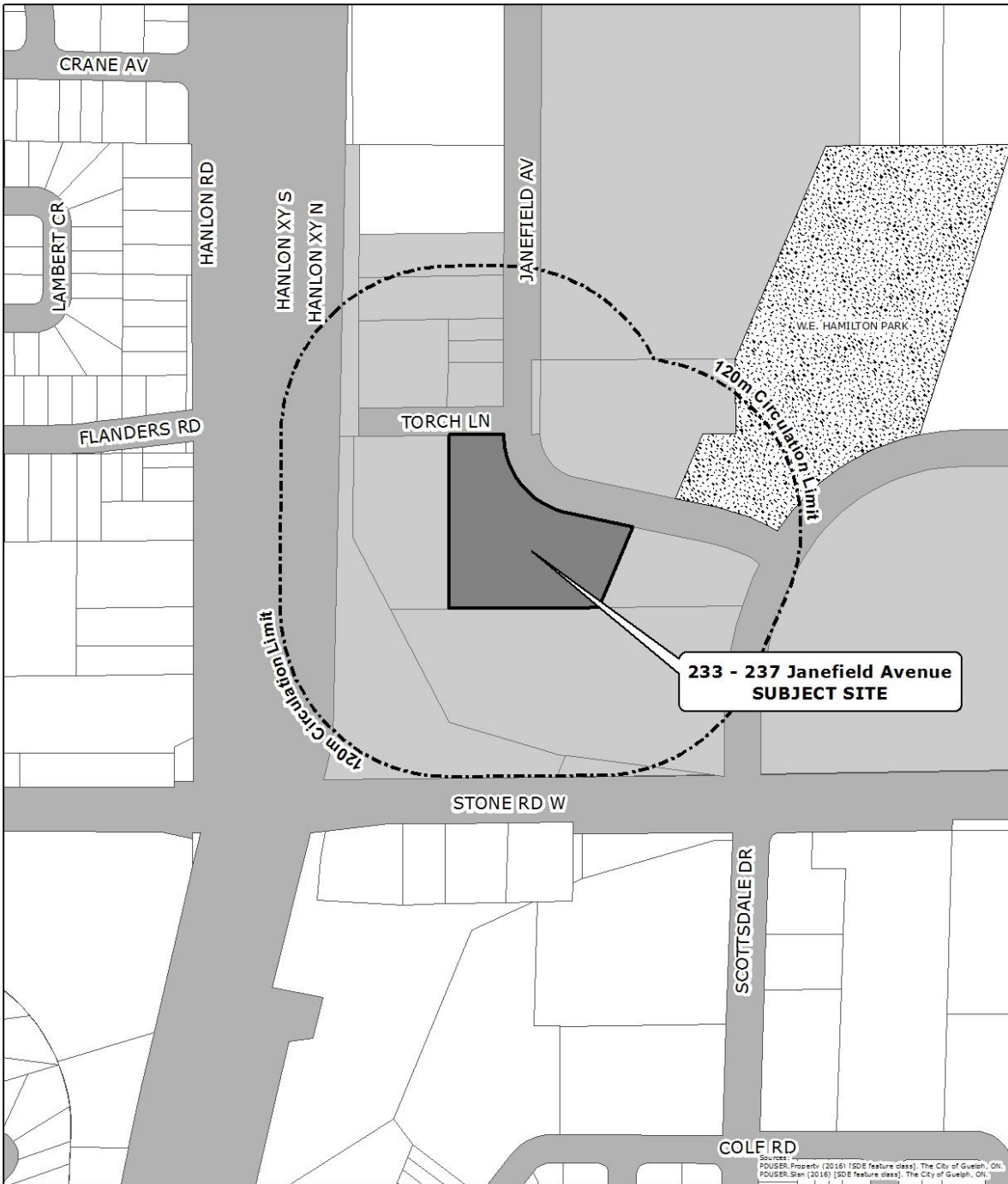


for

Recommended By

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ATT-1 Location Map and 120m Circulation



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m

Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
May 2017

LOCATION MAP & 120m CIRCULATION

233 - 237 Janefield Avenue

Source: PDUSER_Presently (2016) [SDE feature class], The City of Guelph, ON.
PDUSER_Site (2016) [SDE feature class], The City of Guelph, ON.

CITY OF Guelph
Making a Difference

**ATT-1 (continued)
Orthophoto**



Sources:
POUSER_Property (2016) (SDE feature class), The City of Guelph, ON
POUSER_PARKS (2013) (SDE feature class), The City of Guelph, ON
POUSER_City_Boundary (2013) (SDE feature class), The City of Guelph, ON
Guelph2016.sid (2016) (file system raster), The City of Guelph, ON



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Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
May, 2017

**2016 Orthophoto
233 - 237 Janefield Avenue**



ATT-2
Recommended Official Plan Amendment No. 68

O.P.A. #68:

The purpose of Official Plan Amendment #68 is to redesignate the Medium Density Residential portion of the property municipally known as 233-237 Janefield Avenue and legally described as Part of Block L, Registered Plan 649; Geographic Township of Guelph, City of Guelph, to the High Density Residential designation to permit a high density residential apartment development.

ATT-3
Recommended Zoning Regulations and Conditions

Part A: Zoning Regulations

Zoning By-law Amendment

The following zoning is proposed:

Specialized R.4B-?? (High Density Residential Apartment) Zone

Regulations

In accordance with Section 4 (General Provisions) and Section 5.4 and Table 5.4.2 (Regulations Governing R.4 Zones) of Zoning By-law (1995)-14864, as amended, with the following exceptions:

Minimum Westerly Side Yard

Notwithstanding Table 5.4.2, Row 8, the westerly interior side yard shall be a minimum of 15 metres wide.

Maximum Building Height

Notwithstanding Table 5.4.2, Row 10, the maximum Building Height shall be limited to 8 storeys within 30 metres of the westerly interior side lot line.

Angular Plane from Torch Lane

In addition to Table 5.4.2, Row 8 and Section 4.16, Building Height shall not exceed an angular plane of 35 degrees projected from the Centre Line of Torch Lane.

Setback from Torch Lane

Notwithstanding Table 5.4.2, Row 6, the minimum exterior side yard fronting onto Torch Lane shall be 30 metres.

Maximum Building Length

That a maximum building length of 65 metres be permitted above the second storey.

Built Form Stepback

That the building must stepback a minimum of 6 metres above the 9th storey from the edge of the building facing the easterly interior side lot line.

Part B: Proposed Conditions

The following conditions are provided as information to Council and will be imposed through site plan approval with the City, and may be registered in an agreement on title for the subject lands.

1. That the Developer shall submit to the City, in accordance with Section 41 of The Planning Act, a fully detailed site plan, indicating the location of the building, building design, landscaping, parking, traffic circulation, access, lighting, grading and drainage on the said lands to the satisfaction of the General Manager of Planning and the General Manager/City Engineer, prior to any construction or grading on the lands.
 - a. Further, the Owner commits and agrees that the details of the layout and design for the development of the subject lands shall be generally in conformance with the development concept plan and renderings attached as ATT-9 to the September 10, 2018 Planning, Urban Design and Building Services Report Number IDE-2018-112;
 - b. Further, the Owner shall implement the recommendations of the Urban Design Brief, dated May 17, 2018, together with the addenda package submitted July 30, 2018, by MCL Architects and the Urban Design Peer Review Summary Letter included in ATT-12 of Report IDE-2018-112 to the satisfaction of the General Manager of Planning, Urban Design and Building Services.
2. Prior to the issuance of site plan approval, the Owner shall provide the City with written confirmation that the building on the subject site will be constructed to a standard that implements energy efficiency in order to support the Community Energy Initiative to the satisfaction of the General Manager of Planning, Urban Design and Building Services and in accordance with the letter attached as ATT-11 to Report IDE 2018-112 dated September 10, 2018.
3. Prior to the issuance of site plan approval, written confirmation shall be received from the General Manager of Environmental Services or his or her designate that the proposed development is in conformance with By-law (2011)-19199, known as the Waste Management By-law. Further, the Owner agrees and commits to employ a three-stream waste collection system with considerations and opportunities developed in their Waste Management Plan that would facilitate the transition to City collection at some point in the future.
4. The Owner shall pay to the City, as determined applicable by the Chief Financial Officer/City Treasurer, development charges and education development charges, in accordance with the City of Guelph Development Charges By-law (2009)-18729, as amended from time to time, or any successor thereof, and in accordance with the Education Development Charges By-laws of the Upper Grand District School Board (Wellington County) and the Wellington Catholic District School Board, as amended from time to time, or any successor by-laws thereof, prior to this issuance of any building permits, at the rate in effect at the time of the issuance of a building permit.

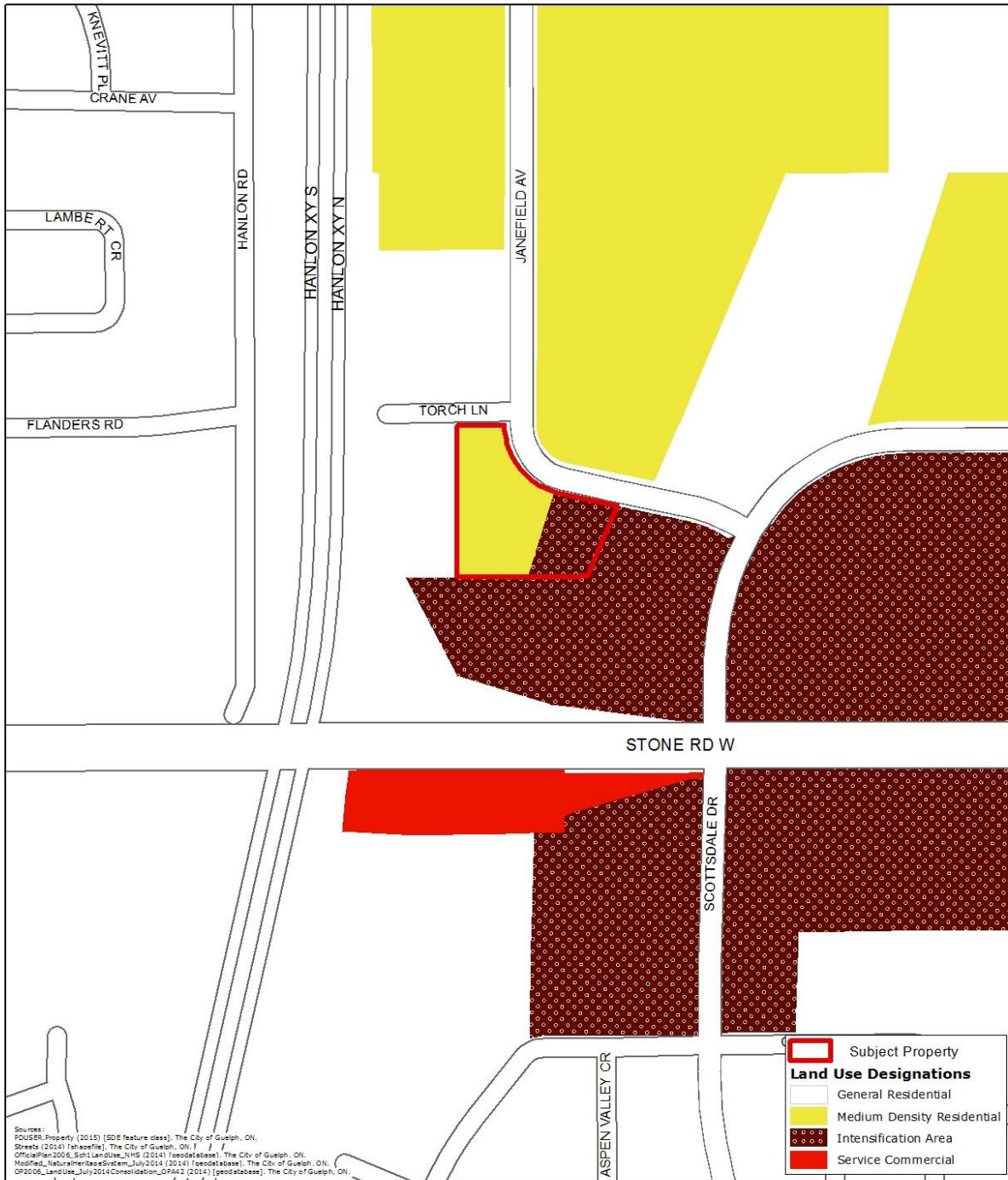
5. The Developer shall obtain a Site Alteration Permit in accordance with City of Guelph By-law (2007)-18420 to the satisfaction of the City Engineer if grading/earthworks are to occur prior to the approval of the required engineering studies, plans and reports.
6. The Developer shall prepare and implement a construction traffic access and control plan for all phases of servicing and building construction to the satisfaction of the City Engineer. Any costs related to the implementation of such a plan shall be borne by the Developer.
7. Prior to site plan approval and prior to any construction or grading on the lands, the owner shall provide to the City, to the satisfaction of the General Manager/City Engineer, any of the following studies, plans and reports that may be requested by the General Manager/City Engineer:-
 - a. a functional servicing report;
 - b. a stormwater management report and plans certified by a Professional Engineer in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment's "Stormwater Management Practices Planning and Design Manual" which addresses the quantity and quality of stormwater discharge from the site together with a monitoring and maintenance program for the stormwater management facility to be submitted; This stormwater management report is to demonstrate how the site will achieve a post-development groundwater recharge that is equal to the pre-development recharge. On-site permeameter testing is required to confirm that the recharge can be achieved, provide the City with the seasonal high groundwater data.
 - c. a geotechnical report certified by a Professional Engineer that analysis the permeability and hydraulic conductivity of the soils and recommends measures to ensure that they are not diminished by the construction and development;
 - d. a grading, drainage and servicing plan prepared by a Professional Engineer for the site and detailed erosion and sediment control plan, certified by a Professional Engineer that indicates the means whereby erosion will be minimized and sediment maintained on-site throughout grading and construction .
 - e. An updated Phase I ESA report or letter should also include a "Reliance Letter" from a QP to indicate that despite any limitations or qualifications included in the report, the City is authorized to rely on all information and opinion provided in the report.
8. The Developer shall, to the satisfaction of the General Manager/City Engineer, address and be responsible for adhering to all the recommended measures contained in the plans, studies and reports outlined in subsections 7 i) to 7 iv) inclusive.
9. That the Developer will ensure that any existing domestic wells as well as all boreholes and monitoring wells installed for environmental, hydrogeological or geotechnical investigations are properly decommissioned in accordance with current Ministry of the Environment regulations (O.Reg. 903 as

amended) and to the satisfaction of the General Manager/City Engineer, prior to site plan approval and prior to any construction or grading on the lands.

10. The Developer acknowledges that the City does not allow retaining walls higher than 1.0-metre abutting existing residential properties without the permission of the General Manager/City Engineer.
11. The Developer shall be responsible for the actual cost of any service laterals required for the lands and furthermore, prior to any grading or construction on the lands the Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of any service laterals.
12. That the Developer pay the actual cost of removing or decommissioning to the satisfaction of the General Manager/City Engineer, any existing sanitary sewers, storm sewers, manhole and/or watermains that are not going to be used for service laterals. Furthermore, prior any grading or construction on the lands, the Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the Developer's share of the cost of the removals and decommissioning works.
13. The Developer shall pay to the City the actual cost of the construction of the new driveway entrance and required curb cut and/or curb fill. Furthermore, prior to any grading or construction on the lands, the Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the construction of the new driveway entrance and required curb cut and/or curb fill.
14. The Developer shall pay the actual cost of the removal of the existing driveway entrance including the asphalt pavement and gravel within the road allowance, the restoration of the boulevard with topsoil and sod including the required curb fill, with the estimated cost of the works as determined by the General Manager/City Engineer being paid, prior to any grading or construction on the lands.
15. The developer shall submit for review a Noise Study completed by a qualified Professional Engineer and implement/incorporate any noise and/or vibration attenuation measures and warning clauses recommended in the Noise Study completed by a qualified Professional Engineer, to the approval of the General Manager/City Engineer.
16. That all electrical services to the subject property are underground and the Owner shall make satisfactory arrangements with Guelph Hydro Electric Systems Inc. for the servicing of the subject property, as well as provisions for any easements and/or rights-of-way for their plants, prior to site plan approval and prior to any construction or grading on the lands.

17. The Developer shall agree that adequate sidewalks, lighting and snow removal (on private sidewalks and walkways on the subject lands) will be provided to allow children to walk safely to school or to a designated bus pickup point.
18. The Developer shall agree to advise all purchasers of residential units and/or renters of same, by inserting the following clauses in all offers of Purchase and Sale/Lease:
 - a. *In order to limit liability, public school buses operated by the Service de transport de Wellington-Dufferin Student Transportation Services (STWDSTS), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up students, and potential busing students will be required to meet the bus at a congregated bus pick-up point.*

ATT-4
Official Plan Land Use Designations and Policies



2001 Official Plan, September 2014 Consolidation
Land Use Designations
233 - 237 Janefield Avenue

Produced by the City of Guelph
 Planning, Urban Design and Building Services - Development Planning
 May 2017

ATT-4 (continued)
Official Plan Land Use Designations and Policies

7.2.7 *Multiple unit residential buildings*, such as townhouses, row dwellings and apartments, may be permitted within designated areas permitting residential uses. The following development criteria will be used to evaluate a *development* proposal for *multiple unit* housing:

- a) That the building form, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity;
- b) That the proposal can be adequately served by local convenience and neighbourhood shopping facilities, schools, parks and recreation facilities and public transit;
- c) That the vehicular traffic generated from the proposal can be accommodated with minimal impact on local residential streets and intersections and, in addition, vehicular circulation, access and parking facilities can be adequately provided; and
- d) That adequate municipal *infrastructure*, services and amenity areas for the residents can be provided.

'Medium Density Residential' Land Use Designation

7.2.36 The predominant use of land within areas designated as 'Medium Density Residential' on Schedule 1 shall be for multiple unit residential buildings, such as townhouses, row dwellings and walk-up apartments. It is not intended that housing forms such as single detached or semi-detached units shall be permitted. Residential care facilities and lodging houses may be permitted by the provisions of this Plan.

- a) Within the Medium Density Residential designation at the northeast side of the intersection of York Road and Wyndham Street South, detached and semi-detached housing forms are permitted with frontage onto York Road, Wyndham Street South and Richardson Street provided that the overall density of development within the Medium Density Residential designation in this location complies with Section 7.2.38.

7.2.37 The 'Medium Density Residential' designation has been outlined on Schedule 1 in instances where there is a clear planning intent to provide for the following:

- a) Medium density housing forms in new growth areas to assist in providing opportunities for affordable housing;

- b) Greater housing densities that are supportive of transit usage adjacent to major roads forming the existing and future transit network;
- c) A variety of housing types and forms to be situated throughout all areas of the community; and
- d) Supportive of urban form objectives and policies to establishing or maintaining mixed-use nodes.

- 7.2.38 The net density of development shall be a minimum of 20 units per hectare (8 units/acre) and a maximum of 100 units per hectare (40 units/acre), except as provided for in policy 7.2.10.
- 7.2.39 Medium density residential development proposals shall generally comply with criteria established for multiple unit residential buildings in policy 7.2.7 of this Plan, and shall be regulated by the Zoning By-law.
- 7.2.40 In addition to being permitted on land designated 'Medium Density Residential', multiple unit residential buildings may be permitted without an amendment to this Plan on land designated 'General Residential' where such proposals generally comply with the criteria in policy 7.2.7.

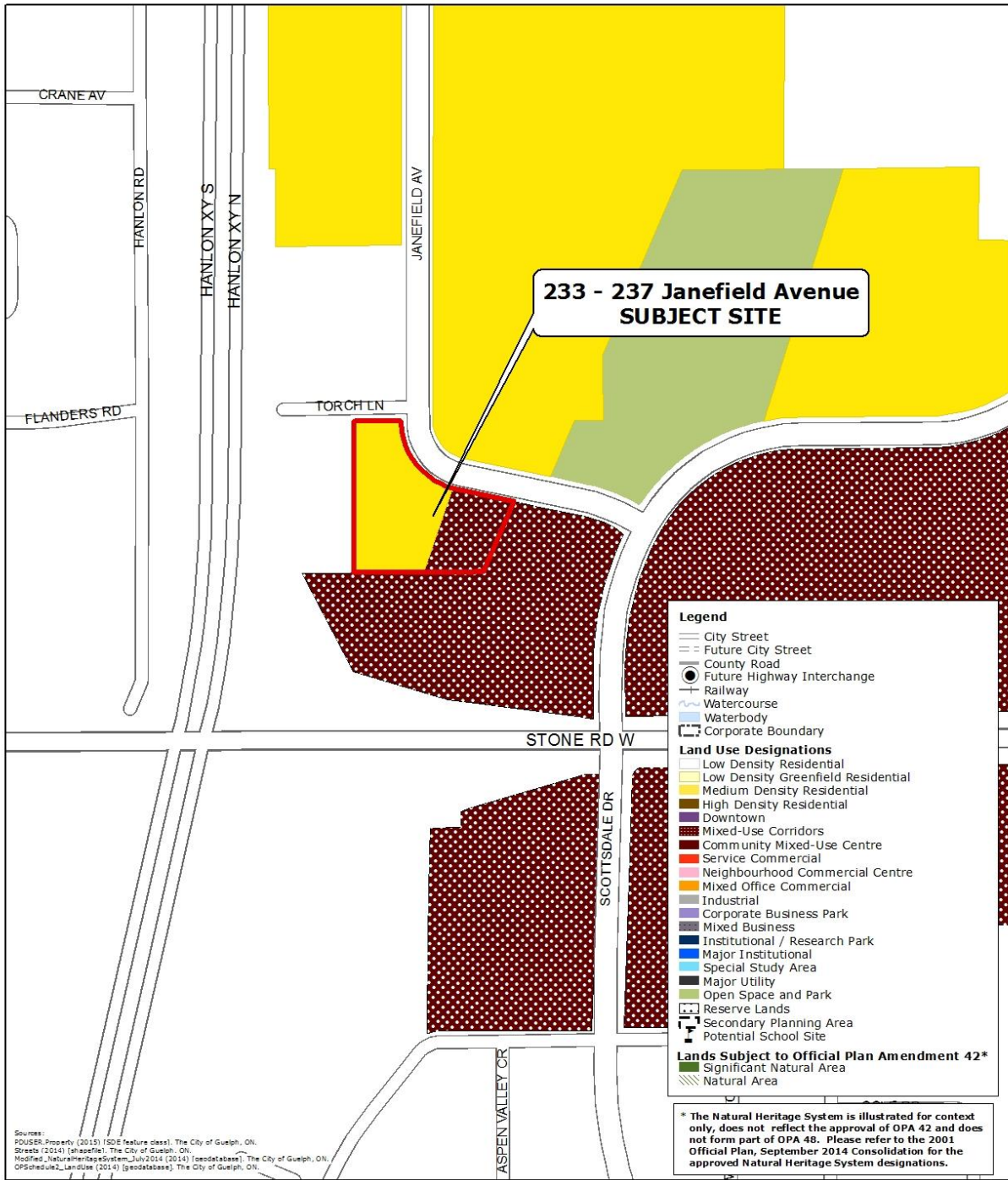
"Intensification Areas"

- 7.4.15 The 'Intensification Areas' designation identified on Schedule 1 in this Plan is comprised of one or several individual developments on one or more properties within a "node", and is intended to serve both the needs of residents living and working in nearby neighbourhoods and employment districts and the wider City as a whole.
- 7.4.16 The intent of the 'Intensification Area' designation is to promote the intensification and revitalization of existing well defined commercial nodes in order to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs at one location. Implementing zoning by-laws may include mechanisms such as minimum density requirements and maximum parking standards to promote the efficient use of the land base
- 7.4.17 It is intended that where there are adjacent properties within the node that as new development occurs the lands will be integrated with one another in terms of internal access roads, entrances from public streets, access to common parking areas, grading, open space and storm water management systems. Furthermore, it is intended that individual developments within the Intensification Node will be designed to be integrated into the wider community by footpaths,

sidewalks and bicycle systems and by the placement of smaller buildings amenable to the provision of local goods and services in close proximity to the street line near transit facilities.

- 7.4.18 The boundaries of the 'Intensification Area' designation are intended to clearly distinguish the node as a distinct entity from adjacent land use designations. Subject to the policies of section 9.2, proposals to expand an 'Intensification Area' beyond these boundaries shall require an Official Plan Amendment supported by impact studies as outlined in policies 7.4.48 to 7.4.52.
- 7.4.19 The 'Intensification Area' is intended to provide a wide range of retail, service, office, entertainment and recreational commercial uses as well as complementary uses including open space, institutional, cultural and educational uses, hotels, and live-work studios. Medium and high density multiple unit residential development and apartments shall also be permitted in accordance with the policies of Section 7.2.
- 7.4.20 The permitted uses can be mixed vertically within a building or horizontally within multiple-unit mall buildings or may be provided in free-standing individual buildings. Where an individual development incorporates a single use building in excess of 5,575 square metres (60,000 sq. ft) of gross leasable floor area, the site shall also be designed to provide the opportunity for smaller buildings amenable to the provision of local goods and services to be located near intersections and immediately adjacent to the street line near transit facilities. These smaller buildings shall comprise a minimum of 10% of the total gross leasable floor area within the overall development.
- 7.4.21 The City will require the aesthetic character of site and building design to be consistent with the City's urban design objectives and guidelines and shall incorporate measures into the approval of Zoning By-laws and site plans used to regulate development within the 'Intensification Area' designation to ensure such consistency.

**ATT-5
Official Plan Amendment #48 Land Use Designations and Policies**



**Official Plan Amendment No. 48
Proposed Land Use Designations
233 - 237 Janefield Avenue**



Making a Difference





Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
May 2017

ATT-5 (continued)
Official Plan Amendment #48 Land Use Designations and Policies

9.3.4 Medium Density Residential

The use of land within the Medium Density Residential Designation will be medium density housing forms.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:

- i) multiple unit residential buildings, such as townhouses and apartments.

Height and Density

2. The minimum height is two (2) storeys and the maximum height is six (6) storeys.

3. The maximum net density is 100 units per hectare and not less than a minimum net density of 35 units per hectare.

4. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

9.4.3 Mixed-use Corridor

The Mixed-use Corridor designation is intended to serve both the needs of residents living and working on-site, in nearby neighbourhoods and employment districts and the wider City as a whole.

The following Mixed-use Corridors are designated on Schedule 2:

- Silvercreek Parkway Mixed-use Corridor
- Eramosa Mixed-use Corridor
- Stone Road Mixed-use Corridor.

Objectives

- a) To promote the continued economic viability, intensification, diversity of uses and revitalization of the Mixed-use Corridor.
- b) To promote a distinctive and high standard of building and landscape design for Mixed-use Corridors.
- c) To ensure that the development of Mixed-use Corridors occurs in a cohesive, complementary and coordinated manner.

Policies

1. The Mixed-use Corridor designation promotes the intensification and revitalization of existing well-defined commercial corridors to efficiently use the land base by grouping complementary uses in close proximity to one another providing

the opportunity to satisfy several shopping and service needs and residential use at one location. Implementing Zoning By-laws may include mechanisms such as minimum density requirements, heights and maximum parking standards to promote the efficient use of the land base.

2. Where new development occurs within the corridor, adjacent lands will be integrated with one another in terms of internal access roads, entrances from public streets, access to common parking areas, grading, open space and urban squares and stormwater management systems.

3. Furthermore, individual developments within the Mixed-use Corridor will be designed to be integrated into the wider community by footpaths, sidewalks and the Bicycle Network and by the placement of multi-storey buildings amenable to the provision of local goods and services in close proximity to the street line near transit facilities.

4. Development within the Mixed-use Corridor will address the adjacent arterial or collector road and will be planned and designed to:

- i) front multi-storey buildings onto arterial or collector roads;
- ii) provide for ground floor retail and service uses; and
- iii) provide for a rhythm and spacing of building entrances and appropriately sized store fronts to encourage pedestrian activity.

5. The City will require the aesthetic character of site and building design to be consistent with the Urban Design policies of this Plan and shall incorporate measures into the approval of Zoning by-laws and Site Plans used to regulate development within the Mixed-use Corridor designation to ensure such consistency.

6. The boundaries of the Mixed-use Corridor designation are intended to clearly distinguish the area as a distinct entity from adjacent land use designations. Proposals to expand a Mixed-use Corridor beyond these boundaries shall require an Official Plan Amendment supported by a Market Impact Study.

Permitted Uses

7. The following uses may be permitted in the Mixed-use Corridor designation, subject to the applicable provisions of this Plan:

- i) commercial, retail and service uses;
- ii) office;
- iii) entertainment and recreational commercial uses;
- iv) cultural and educational uses;
- v) institutional uses;
- vi) hotels;
- vii) live/work;
- viii) medium and high density multiple unit residential buildings and apartments; and
- ix) urban squares and open space.

8. The permitted uses can be mixed vertically within a building or horizontally within multiple-unit mall buildings or may be provided in free-standing individual buildings. Where an individual development incorporates a single use building in excess of 5,575 square metres (60,000 sq. ft.) of gross floor area, the site shall also be designed to provide the opportunity for smaller buildings amenable to the provision of local goods and services to be located near intersections and immediately adjacent to the street line near transit facilities. These smaller buildings shall comprise a minimum of 10% of the total gross floor area within the overall development.

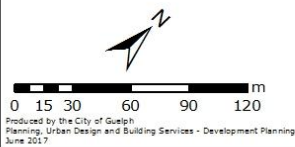
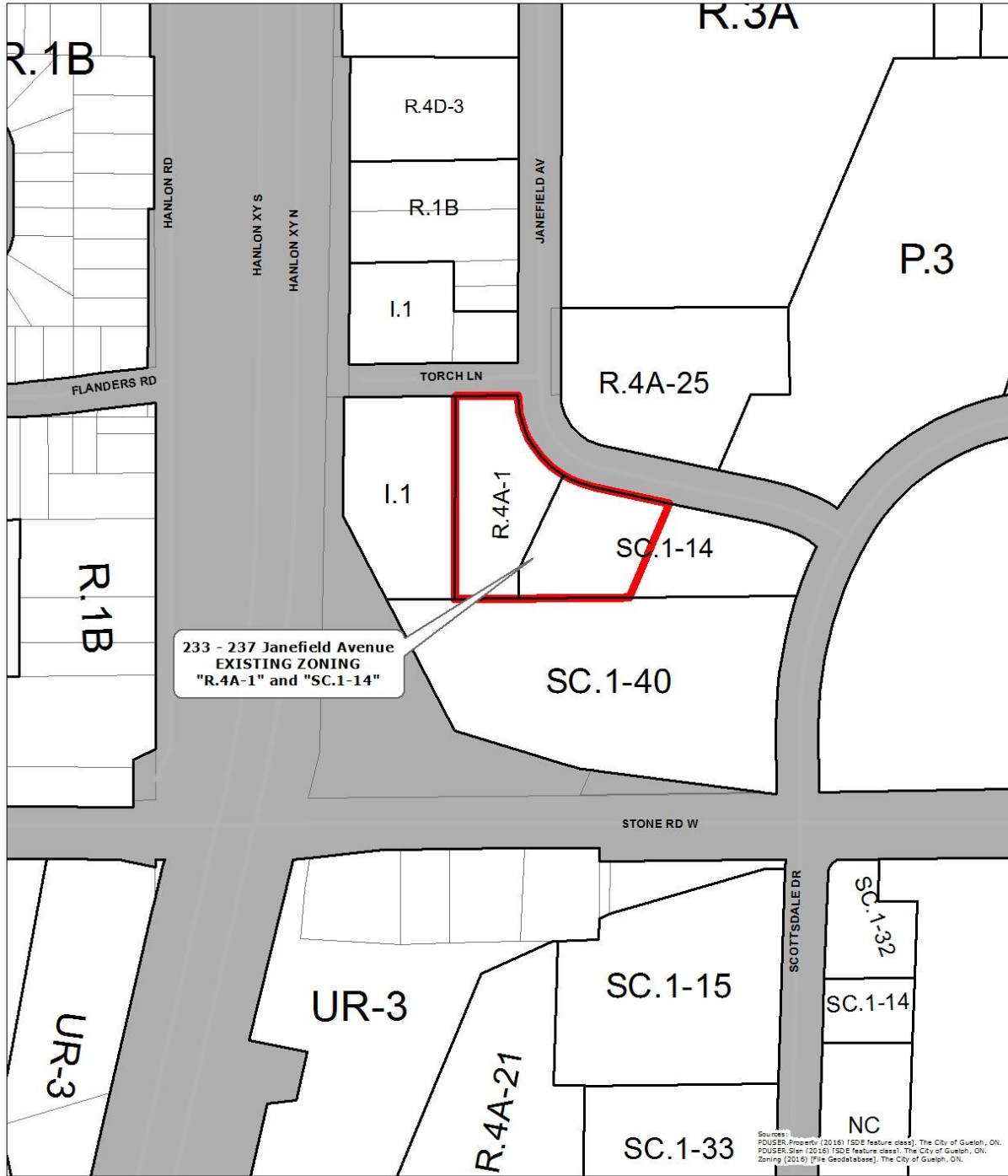
Height and Density

9. The maximum height is six (6) storeys.

10. For freestanding residential development, the maximum net density is 150 units per hectare and the minimum net density is 100 units per hectare.

11. Additional height and density may be permitted subject to the Height and Density Bonus provisions of this Plan.

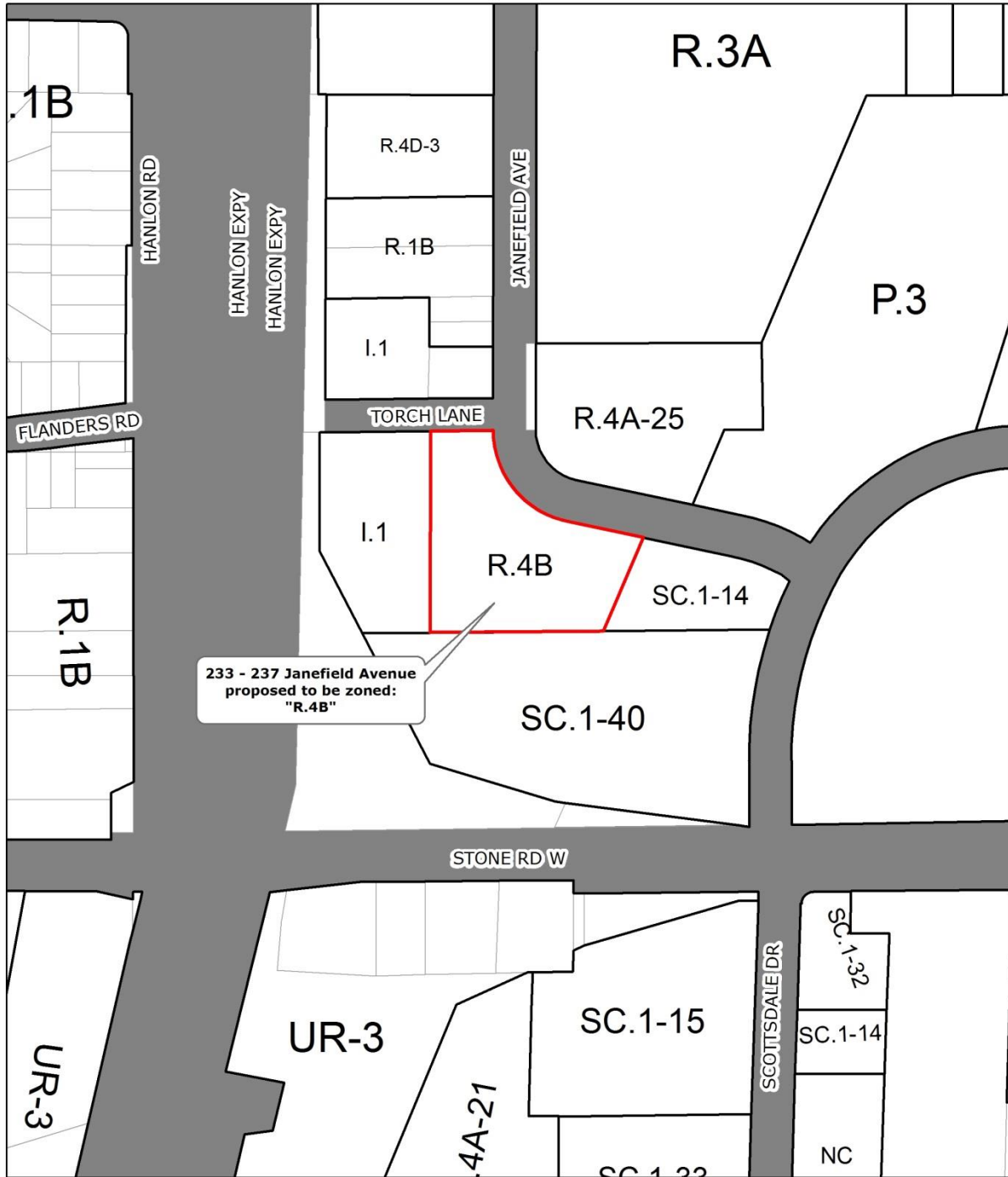
ATT-6 Existing Zoning



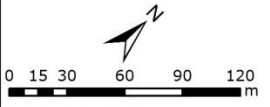
EXISTING ZONING 233 - 237 Janefield Avenue



**ATT-7
Proposed Zoning and Details**



233 - 237 Janefield Avenue
proposed to be zoned:
"R.4B"



**PROPOSED ZONING
233 - 237 Janefield Avenue**



Produced by the City of Guelph
Planning, Urban Design and Building Services - Development Planning
April 2018

ATT-7 (continued)
Proposed Zoning and Details

Standard R.4 Apartment Zone Regulation Summary Table

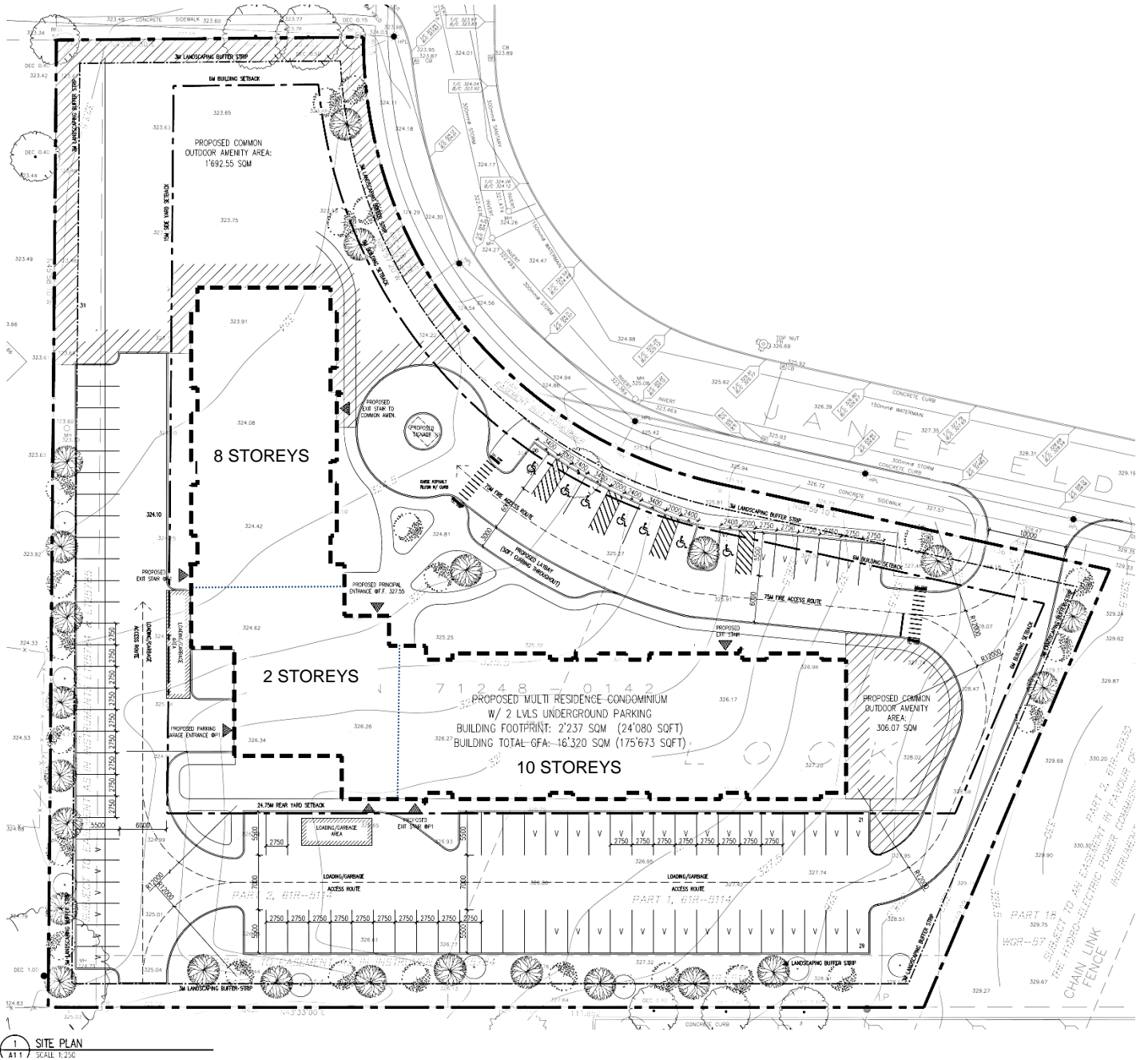
TABLE 5.4.2 - REGULATIONS GOVERNING R.4 ZONES

Row 1	Residential Type	General Apartment	High Density Apartment	Central Business District Apartment	Infill Apartment
2	Zones	R.4A	R.4B	R.4C	R.4D
3	Minimum Lot Area	650 m ²			
4	Minimum Lot Frontage	15 metres			
5	Maximum Density (units/ha)	100	150	200	100
6	Minimum Front and Exterior Side Yard	6 metres and as set out in Section 4.24.		3 metres and in accordance with Section 4.24.	
7	Maximum Front and Exterior Side Yard	-----		6 metres	
8	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.		Equal to one-half the Building Height but in no case less than 3 metres, except where adjacent to any other R.4, Commercial, Industrial or Institutional Zone . In these circumstances, a minimum of 3 metres is required.	
9	Minimum Rear Yard	Equal to 20% of the Lot Depth or one-half the Building Height , whichever is greater, but in no case less than 7.5 metres.		Equal to 20% of the Lot Depth or one-half the Building Height , whichever is greater, but in no case less than 7.5 metres, except where adjacent to Commercial, Industrial or Institutional Zones . In these circumstances, a minimum of 7.5 metres is required.	
10	Maximum Building Height	8 Storeys and in accordance with Sections 4.16, 4.18 and Defined Area Map No. 68.	10 Storeys and in accordance with Sections 4.16, 4.18, 5.4.2.5 and Defined Area Map No. 68.	6 Storeys and in accordance with Sections 4.16, 4.18, 6.3.2.3 and Defined Area Map No. 68.	4 Storeys and in accordance with Sections 4.16, 4.18 and Defined Area Map No. 68.
11	Minimum Distance Between Buildings	See Section 5.4.2.2.		See Section 5.4.2.3.	
12	Minimum Common Amenity Area	See Section 5.4.2.4.		None required.	
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 .		The Front Yard of any Lot , excepting the Driveway , shall be landscaped. In addition, no parking shall be permitted within this Landscaped Open Space .	
14	Off-Street Parking	In accordance with Section 4.13.			
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.			
16	Accessory Buildings or Structures	In accordance with Section 4.5.			
17	Garbage, Refuse Storage and Composters	In accordance with Section 4.9.			
18	Floor Space Index (F.S.I.)	1	1.5	2	2
19	Fences	In accordance with Section 4.20.			

**ATT-8 (continued)
Initial Building Elevations (May 2017)**



ATT-9 Revised Site Concept Plan and Building Elevations



**ATT-9 (continued)
Revised Building Elevations**



① North Perspective - In-Progress Design



② South Perspective - Preliminary Design



① Front Ariel Perspective - In-Progress Design



② Rear Ariel Perspective - Preliminary Design

ATT-10

Staff Review and Planning Analysis

2014 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development and is issued under the authority of Section 3 of the *Planning Act*. In general, the PPS promotes efficient use of land and development patterns and addresses matters of provincial interest in land use planning. As per section 4.2, all planning decisions shall be consistent with the PPS. Policy Section 1.0 – Building Strong Healthy Communities speaks to efficient land use and development patterns to support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

Policy 1.1.1 of the PPS promotes creating and sustaining healthy, liveable and safe communities. This is achieved in part by promoting efficient development and land use patterns with an appropriate range and mix of residential and employment and other uses to meet long term needs [1.1.1 a), b)]. Also, development must avoid land use patterns that may cause environmental concerns, and be cost-effective, ensuring the necessary infrastructure is in place to meet the projected needs [1.1.1 c), e), g)].

Policy 1.1.3 requires development in settlement areas to use land and resources wisely, considering opportunities for intensification and redevelopment. Specifically, densities are to be appropriate for and efficiently utilize the infrastructure and public service facilities that are planned or available. In addition, land use and development patterns in settlement areas are to be efficient, transit supportive and take into account existing building stock [1.1.3.1, 1.1.3.2 a), b), 1.1.3.3]. Appropriate development standards are to be promoted, facilitating intensification and a compact built form, while mitigating risks to public health and safety [1.1.3.4]. New growth within designated growth areas should occur next to the built up area and have a compact form and mix of uses and densities [1.1.3.6]. For housing development, new housing is to be directed to locations where appropriate levels of infrastructure and public services are and will be available to support anticipated needs [1.4.3 c)].

The proposal to permit high density residential development on the subject lands is consistent with the policies of the PPS. The proposed development represents a compact form of development within the City's settlement area that will allow the efficient use of land, infrastructure and public service facilities and be at a transit supportive density where transit, infrastructure and other services are already readily available. The proposed high density residential development provides an alternative to the surrounding low and medium density residential uses, and is within easy walking distance to commercial lands along the Stone Road corridor. The proposal contributes to achieving an appropriate range of housing types and densities to help the City of Guelph meet projected requirements for current and future residents.

Section 1.6.6 of the PPS outlines policies for planning for sewage, water and stormwater services. Particularly for stormwater, changes in water balance should be minimized, and stormwater best management practises such as low-impact development (LID) should be promoted [1.6.6.7 e)]. The proposed development will be on full municipal services, and Engineering staff have confirmed that capacity is available to fully service the proposed development [1.6.6.2] (See Engineering staff comments in ATT-13). The developer has also proposed infiltration galleries as an LID approach to stormwater management. Detailed stormwater management design will be reviewed and finalized through site plan approval.

The PPS also states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety. The proposed zoning by-law amendment includes site specific regulations to facilitate intensification, redevelopment and a compact form.

In Planning staff's opinion, the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the 2014 Provincial Policy Statement.

Places to Grow

The Growth Plan for the Greater Golden Horseshoe (2017) provides a framework for managing growth in the Greater Golden Horseshoe area works to support the achievement of complete communities and ensure that land to accommodate forecasted population and employment growth will be available when needed.

The Growth Plan encourages

- directing growth to built-up areas where capacity exists to best accommodate population and employment growth; and
- promoting transit supportive densities and a healthy mix of residential and employment uses.

The subject lands are located within the City's built up area and are an opportunity to intensify an already serviced site with compact urban form in a mixed use residential and commercial area. The site would be redeveloped at transit supportive densities in an area with multiple existing transit routes and a walkable distance from the transit hub at Stone Road Mall.

Official Plan Conformity

The proposed applications conform to several of the major goals of the Official Plan, including:

- assists in promoting a compact development pattern to avoid sprawl;
- facilitates development in an area where municipal services are readily available;
- provides for urban growth in a manner that ensures the efficient use of public expenditures without excessive financial strain upon the City;

- facilitates development in an established area of the City that is being done in a manner that is sympathetic and compatible with the built form of existing land uses;
- assists in providing for an adequate supply and range of housing types and supporting amenities to satisfy the needs of all residents; and
- assists in enhancing an efficient and attractive urban landscape that reinforces and enhances Guelph's sense of place and image while acknowledging innovative design opportunities.

The proposed development also meets several of the objectives of the Official Plan, including:

- assisting in building a compact, vibrant and complete community;
- assisting in accommodating projected growth within the settlement area boundary, and more specifically, within the built-up area where capacity exists to accommodate growth as part of an intensification corridor;
- providing additional residential land uses and a range and mixing of housing types;
- Development will support transit, walking and cycling for everyday activities.

Proposed Official Plan Amendment

The site is designated Medium Density Residential on the westerly side and Intensification Area on the easterly side under the 2001 Official Plan, September 2014 Consolidation, which was in effect at the time the planning applications were submitted. The applicant has proposed to amend the Medium Density portion of the site by redesignating it to High Density Residential to permit the apartment building as shown in ATT-9, with a maximum height of 10 storeys and 165 residential units, for a density of 150 units per hectare.

The Medium Density Residential Designation permits multi-unit residential including townhouses, row houses and walk-up apartments, with a permitted density range of 20-100 units per hectare.

The Intensification Area designation is meant to promote intensification and revitalization of existing commercial nodes to efficiently use the land base and provide complementary uses in close proximity to one another, including a wide range of retail, service, office, entertainment and recreational commercial uses. Medium and high density residential development are also permitted in accordance with Section 7.2 of the OP. The proposal would fit the description and scale of High Density Residential in Section 7.2 of the OP, which permits multiple unit residential apartment buildings with a permitted density range of 100-150 units per hectare.

Section 7.2.7 sets out specific criteria for the development of multiple unit residential buildings, as shown in ATT-4. The criteria include:

That the building form, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.

- This criteria is satisfied because site's context is that it is surrounded by a mix of uses and built form that generally descends in height and intensity

from the south near Stone Road to lower built form in the form of mainly townhouses and some single detached dwellings to the north. The applicant has refined the building in consultation with City staff and an Urban Design Peer Review process to ensure massing appearance and siting are compatible with the surrounding neighbourhood character. Buildings along Janefield are generally setback from the street with mature landscaping and berms, so the applicant has similarly sited their building further back on the street and have added additional setbacks and building stepbacks to the zoning regulations to reflect the surrounding context and ensure there is adequate space between the building and the adjacent lower uses.

That the proposal can be adequately served by local convenience and neighbourhood shopping facilities, schools, parks and recreation facilities and public transit.

- There are a great number of local services available nearby along the Stone Road commercial corridor to meet the service and retail needs of future residents. There are adequate amenity areas on site as proposed and nearby park and trails for the future residents, with W.E. Hamilton Park at the corner of Janefield and Scottsdale. There are two elementary schools within walking distance on Scottsdale Drive and two high schools and additional recreational facilities just to the north of the intersection of College Avenue and Janefield. There are several bus routes that run on Janefield Avenue and the Stone Road Mall bus stops act as a transit hub for this area and is also within walking distance.

That the vehicular traffic generated from the proposal can be accommodated with minimal impact on local residential streets and intersections and, in addition, vehicular circulation, access and parking facilities can be adequately provided.

- Transportation staff have reviewed the Traffic Impact Study and confirm that vehicular traffic generated from this development can be accommodated on Janefield Avenue with no further traffic improvement. The access location is supportable and the applicant has shown in the proposed site concept plan that vehicular access, vehicular circulation and adequate parking can be accommodated on site.

That adequate municipal infrastructure, services and amenity areas for the residents can be provided.

- Engineering staff have reviewed the proposal and are confident that existing infrastructure is adequate to meet the needs of the proposed development.

Section 9.4.2 of the Official Plan sets out the evaluation criteria for Official Plan amendments. The criteria and how this amendment, the proposed redesignation of a portion of the site from Medium to High Density Residential, meets the criteria are as follows:

- a) *The conformity of the proposal to the goals and objectives of the Official Plan.*

Earlier in this report staff have noted how the proposal conforms to the goals and objectives of the Official Plan. Specifically the proposal furthers the City's goals of compact development, has available services, provides for efficient urban growth, is compatible with the surrounding land uses, and adds the range and supply of housing types in the City.

- b) *Suitability of the site or area for the proposed use, especially in relation to other sites or areas of the City.*

The subject site is appropriate for a high density residential development. The unique situation of the site is that it currently has two designations on it, both Intensification Area and Medium Density Residential. Intensification Area already permits high density residential uses and as a site on the edge of a well-developed commercial corridor (Stone Road), within walking distance to many services and on a collector road with ample bus transit options, making the site an ideal location for high density residential development.

- c) *Compatibility of the proposed use with adjacent land use designations.*

The adjacent land uses are low and medium density residential uses to the north and west and a commercial area to the south and east. To ensure compatibility with the surrounding neighbourhood, additional building setbacks are recommended in the zoning. The building has been sited in a similar way to other buildings in the area to maintain the existing streetscape on Janefield Avenue.

- d)-e) *The need for and the market feasibility of the proposed use, in light of projected population and employment targets.*

The applicant has proposed that the building will be rented, given the low vacancy rates in the City, the site meets both a need and the market feasibility criteria.

The City's Growth Management Strategy in Section 2.4.3 of the Official Plan requires the City to accommodate anticipated residential growth through planning for an ultimate population forecast of 175,000 by the year 2031. The 2017 Growth Plan for the Greater Golden Horseshoe further projects the City's population to be 191,000 in 2041. This development will provide additional population in a compact manner as anticipated in the City's Growth Management Strategy.

- f) *The extent to which the existing areas of the City designated for the proposed use are developed or are available for development.*

This site is one of few sites in the area that is vacant and available to develop. This immediate area was predominantly developed from the 1970s to the 1990s. The easterly portion of the site is also already designated to permit high density residential uses.

- g) *The impact of the proposed use on sewage, water and solid waste management systems, the transportation system, community facilities and the natural environment.*

The development as proposed represents a cost-effective and compact form of development that will make efficient use of existing services and infrastructure. Engineering staff have confirmed that adequate water and sanitary capacity exists to service the proposed development. There is adequate road capacity for the projected traffic volumes as well as several transit routes using Janefield and a transit hub at Stone Road Mall nearby. There are nearby schools, parks and services. The site is currently vacant and once developed will actually contain more trees and vegetation than the current sodded site.

- h) *The financial implications of the proposed development.*

The developer will be financially responsible for all infrastructure improvements and connections influenced by the development, such as servicing and utility connections. The developer will also be required to pay any development charges in place at the time building permit(s) are issued.

For these reasons, staff are satisfied that the proposed development and requested Official Plan and Zoning By-law amendments meet the policies of the 2001 Official Plan in effect at the time of application.

Official Plan Amendment #48 (OPA 48)

OPA 48 came into full force and effect during the review of these applications, in October 2017. OPA 48 designates the site as Medium Density Residential on the westerly side and Mixed-Use Corridor on the easterly side, with similar but updated policies from the 2001 Official Plan noted above. Medium Density Residential permits multi-unit residential forms such townhouses and apartments with heights ranging from 2-6 storeys and densities from 35 – 100 units per hectare.

'Mixed Use Corridor' replaces the 'Intensification Area' designation found in the 2001 Official Plan and is intended to reflect the broad service and retail function intended of the Stone Road mixed use corridor, and encourage its intensification and revitalization. The Mixed Use Corridor designation permits high density residential apartment development with a maximum height of six storeys and a permitted density range of 100 – 150 units per hectare, though additional height and density can be sought through bonusing for community benefits, under Section 37 of the Planning Act.

Staff are satisfied that the proposed Official Plan amendment generally reflects these policies and the amendment will be incorporated into OPA 48.

Urban Design

As part of the urban design analysis of this application, the City retained an architect, Mr. Michael Spaziani of MSAi to assist in the review of the proposed development from an urban design and built form perspective. The applicant worked with staff and the peer review architect to refine the building as shown in ATT-9. The Peer Review architect's summary report is referred to below and included as ATT-12.

Urban design review focused on compatibility with the surrounding neighbourhood, specifically height and massing, setbacks to limit impact on surrounding land uses, streetscape context, and site design features.

Height and Massing

The proposed development's height and massing were key compatibility issues raised by the public during the review of this application. The applicant originally proposed a building with a 12 and a 10 storey tower, joined by a 5 storey podium. The applicant refined the building to a 10 and an 8 storey tower, joined by a 2 storey podium. The westerly side of the building, closest to the adjacent church and single detached dwelling was shortened and pulled away from the adjacent properties and Torch Lane.

The overall height and massing has been deemed appropriate given the building's role as a marker along the Hanlon and Stone Road intersection. To achieve a better fit within this context, two additional building stepbacks have been introduced on the north end of the 8 storey portion of the building closest to Torch Lane. A single stepback has been proposed for the east end of the 10 storey portion of the building. Each of these stepbacks help reduce the perceived scale of the subject building sections.

To further refine the massing, each building section has been broken down into 3-part elevation components- a base, middle and top. The base is proposed at 2 storeys clad in brick masonry establishing a pedestrian scaled mass, reflecting the low-rise context. Floors above the 2nd floor constitute the middle body of the building with punched windows and balconies framed by contrasting coloured surrounds. The upper 2 floors of each building are clad in window wall which conveys a material lightness to the upper floors, de-emphasizing the building's mass. Through the review process additional window wall areas were added at the prominent building corners. The buildings are further defined by strong horizontal bands above the 2nd floor and at the building's top floor creating a strong visual limit.

The tallest parts of each building are located toward the Hanlon Parkway with elevator and mechanical penthouses integrated with main wall lines below, and expressed as tall vertical building elements. The joint effect of these massing strategies results in a well-defined articulated built form that responds to the scale

and materials evident in the context. Enhancing the elevations on all sides is an important improvement given the building's high visibility from both Janefield and the Hanlon.

A shadow impact study was completed and reviewed which shows little shadow impact to any adjacent property. Staff support the findings of shadow impact study that there will not be any unacceptable impacts on adjacent properties and note that the additional setbacks recommended in the specialized zoning will prevent any greater shadow impacts from occurring.

Transition to Torch Lane

The land uses on Torch Lane, adjacent and near the proposed development are low rise religious establishments and a single detached dwelling. To create an appropriate transition from high rise to low rise uses, the building mass has been lowered on this side to 8 storeys and setback significantly from Torch Lane (32 metres) and the neighbouring Priory Baptist Church (17 metres). An angular plane, drawn from the centreline of Torch Lane to the top of the 8 storey portion of the building measures 31 degrees, which helps preserve skyview and sunlight for the residents north of Torch Lane. These setbacks and angular plane are reflected in the specialized zoning regulations to ensure the mass is compatible with the surrounding context.

Janefield Streetscape

The site slopes to the west significantly similar to Janefield Avenue in this location so managing site grading is important to ensure easy pedestrian accessibility and strong visual presence in context with Janefield Avenue.

A landscaped street edge has been created with significant building setbacks from the Janefield street edge. This is considered appropriate in this context. Based on significant existing road slopes, a set of landscape terraces are proposed parallel to the Janefield lot line to create a gentle change in grade with steps. A generous walkway connection to Janefield has been provided connecting the primary building entrance to the Janefield public realm and transit.

Site Design Considerations

The site's sloping grades also created several challenges for pedestrian movement on site. The revised plans have resolved these concerns with improved connectivity throughout the site. The location, usability and quality of outdoor amenity spaces was a concern with the initial designs. As the design has evolved rooftop amenity spaces are provided in various locations to complement the array of usable outdoor spaces and a large common amenity area has been created between the building and Torch Lane which also functions as a landscaped buffer from the building to the surrounding properties.

Review of the Proposed Zoning

Staff have reviewed the proposed zoning and note that the proposed development fits into the standard R.4B (High Density Residential) zone, though staff have recommended additional regulations that further constrain the development on the

site to bring surety to the neighbourhood related to the buildings setbacks and heights. Staff are satisfied that appropriate and effective specialized regulations are being recommended that reflect the key aspects of the building and surrounding context as proposed in this report. The following specialized regulations are proposed:

Additional Setback from Torch Lane

Staff have recommended two additional regulations related to the building's setback from Torch Lane. First, staff suggest a 30 metre setback to the building from the Torch Lane frontage. The building is currently shown set back approximately 32 metres from Torch Lane to limit impact to the existing single detached dwelling across Torch Lane. A second regulation recommends a maximum 35 degree angular plan from Torch Lane.

Westerly Height Limit

Staff recommend that the height of the westerly side of the site, within 30 metres of the side lot line, be limited to 8 storeys in keeping with the proposed building as shown in ATT-9. The easterly side of the site will still be permitted a maximum of 10 storeys. This will ensure the building steps down to 8 storeys on the westerly side where it is closest to the Priory Baptist Church on Torch Lane.

Enhanced Westerly Setback

An enhanced westerly building setback is also recommended. Staff recommend that the building be setback a minimum of 15 metres from the westerly property line, adjacent to Priory Baptist Church. This allows for the development of a landscaped buffer area between the property line and the proposed parking area and a better transition to the building itself.

Easterly Building Stepback

Staff recommend a regulation that requires the building to stepback a minimum of 6 metres above the 9th storey from the easterly edge of the building closest to the easterly interior lot line. This stepback at the top of the easterly end of the building helps transition the massing of the building and better fit into the context of the site.

Maximum Building Length

Staff recommend that a maximum building length of 65 metres above the second storey. This regulation shall limit the individual towers, above the podium to a maximum of 65 metres in length, to limit the visual impact of the building.

Traffic

Traffic was raised as a major concern by the neighbourhood. Specifically, concern regarding the location of building accesses, traffic speed, traffic volume and accidents on the hill and bend on Janefield Avenue were raised. On-street parking was also identified as being difficult to navigate.

The original building proposed three accesses to the site, one from Torch Lane to the rear of the building for underground and resident parking and two along Janefield for access to the front of the building (see ATT-8 for initial site design).

The applicant revised their plans and removed the access from Torch Lane and kept only a single access point onto Janefield on the easterly side of the site. Transportation staff have no objection to the single access point or the location of that access point. A question was also raised as to whether a left turn lane from Janefield onto the site would be necessary. The traffic generated from the site does not satisfy the left turn lane warrant analysis based on the projected volume of left turn vehicles entering the site from Janefield Ave. As such, no left turn lane is proposed.

Regarding traffic speed, volume and accidents, transportation staff reviewed the existing data regarding accidents, traffic volume and speed and note that speeding has previously been identified as a problem on the street. The radar speed boards (Community Speed Awareness Program) were installed on Janefield Ave on July 12th for a two-week period. The data from the boards is still being reviewed by Traffic staff. Should the data from the boards met the criteria for the Neighbourhood Traffic Management Review (NTMR), then staff will follow the NTMR policy and engage the community through this process. Traffic volumes are reported to be within an acceptable range for the street.

On-street parking is permitted along portions of Janefield Avenue and transportation staff have reviewed several parking areas along the street to ensure the on-street parking is appropriately placed.

At this time, a traffic control signal is not warranted at the intersection of Janefield Avenue and Scottsdale Drive. In the near future the City will be installing a new pedestrian crossover on Scottsdale Drive just south of the intersection of Janefield and Scottsdale to assist pedestrians crossing the roadway.

Waste Management

A waste pick-up area is proposed at the rear of the building, at the first parking garage level. Staff will work with the applicant at the site plan review stage to determine whether waste will be able to be collected by City trucks when multi-residential service is available. The applicant will be required to submit a waste management plan through the site plan review process as shown in the conditions in ATT-3.

Trail

A question was raised regarding the potential trail identified in the Guelph Trails Master Plan. Parks staff respond that there is a planned primary trail route through the subject lands, however, due to the future MTO interchange configuration for the Hanlon at Stone Road and the fairly short distance of the off-road trail, it has been determined that a trail route will not be required on the subject lands.

Lighting

Concern was raised about lighting from the parking areas bleeding onto neighbouring properties. As part of the detailed site plan submission, a lighting plan

is required and it must show that there is no light spillage of the property prior to its approval.

ATT-11

Community Energy Initiative Commitment

29th June 2018

Guelph City Hall
1 Carden Street
Guelph, Ontario
N1H 3A1



ROCKWATER DEVELOPMENT CORP

P.O. Box 38017
256 King Street North
Waterloo, Ontario N2J 4T9

Tel.: (519) 888-9778
Fax: (519) 888-9797

Attention: Ms. Katie Nasswetter, Senior Development Planner
Community Design and Development Services

RE: 233 Janefield Avenue, City of Guelph
Community Energy Initiative

Further to the City of Guelph's request, we are outlining how this application will comply with the Community Energy Plan.

In April 2007, Guelph City Council endorsed the vision, goals and directions provided in the Community Energy Plan (CEP) which is a commitment to use energy more wisely and help fight climate change. The Multi-Residential Development proposal is undertaking the following in compliance with the Community Energy Plan:

- Sustainable Site
 - All efforts will be made to achieve a cut/fill balance thereby reducing the requirement for construction traffic to and from the site.
 - The site design accommodates both tree retention opportunities and additional tree planting of native species for the overall rejuvenation of the site
 - Exterior light fixtures will be equipped with refractors and cut-off shields to control light pollution, with energy efficient operations controlled by light sensors.
 - Bicycle racks will be provided within the underground parking garage
 - Pedestrian walkways are incorporated throughout the site and connect to municipal sidewalks.
- Water Efficiency
 - Drought resistant soft landscape material will be specified as much as possible.
 - Controlled roof drains will be provided to control flow rate of storm water where feasible.
 - Provide infiltration gallery, as part of the storm water management design solution, to ensure as much water is being reintroduce back into the water table beneath the site as possible.
- Energy Efficiencies
 - Low flow faucets and low volume flush toilets (HET high efficiency toilets) where possible.
 - Installation of POE (Power over Ethernet; 5w infrastructure) combined with LED lighting fixtures throughout the building to reduce hydro electrical demand for the building.
 - Installation of Geothermal System to heat and cool the entire building, thereby almost entirely removing the need for fossil fuel + electricity, normally required by a conventional system, to do the same.
- Indoor Environmental Quality
 - Each suite will have access to individual controls for Heating and Cooling year-round via centralized distribution system.

ROCKWATER | Guelph – Community Energy Initiative



- HVAC systems will be complete with heat recovery ventilators (HRV's or ERV's) incorporated in the majority of the central air return systems.
- The building provides natural light to 100% of regularly occupied spaces wherever possible

We continue to exert our efforts to source new and commercially viable energy solutions for any one of our projects. This project will be no exception to those efforts.

The above-mentioned plan outlines our commitment which we trust will meet with your approval. Please do not hesitate to contact me directly if you have any questions or concerns.

Sincerely,
Rockwater Development Corp.



per: Pete Waters, ASO



ATT-12

Urban Design Peer Review Summary



MICHAEL SPAZIANI ARCHITECT INC
6 Helene Street N, Suite 100
Port Credit, Mississauga ON L5G 3B2
T 905 891 0691 F 905 891 0514

July 27, 2018

Urban Design Peer Review, Official Plan Amendment OP1702 and Zone Change Application ZC1702

233-237 Janefield Avenue, Guelph

Final Draft

MSAi was retained by the City of Guelph in April 2018 to peer review the urban design and architectural attributes of the above noted planning application. Process of submissions, peer review and response was initiated as noted below. As of this date the urban design and architectural concept has been deemed acceptable for moving forward to a detailed Site Plan Application

A complete application was accepted on June 7 2017

February 9, 2018- 2nd Submission drawing set was submitted for urban design peer review

April 17, 2018- First peer review meeting with staff and applicant team

June 15, 2018- Revisions by applicant in response to April 17 meeting

June 26, 2018- Further revision drawings

July 11, 2018- Revised perspectives

July 13, 2018- Revised perspectives responding to peer review comments

Urban Design Context

The subject site is located to the northeast of the intersection of The Hanlon Parkway and Stone Rd. West. The site is highly visible from the Hanlon Parkway. To the northeast of the site is Janefield Place, a 3-1/2 storey multiple unit development. To the north of Janefield Place are several blocks of 2 storey townhouses on the east side of Janefield Ave.

The Priory Park Baptist Church, a 1-1/2 storey building, lies to the immediate west of the subject site. To the northwest is Torch Lane with a single detached bungalow at Janefield, and the single storey Kingdom Hall near the Hanlon Parkway.

Urban Design Peer Review, Official Plan Amendment OP1702 and Zone Change Application ZC1702
233-237 Janefield Avenue, Guelph

Page 1

To the north of Torch Lane there are five single detached lots with house forms in the 1 to 2 storey height. Beyond these lots is the recently built Chartwell Wellington Park retirement home at 4 storeys. To the north are 2 storey townhouse blocks.

To the southeast is the 4 storey Holiday Inn Hotel. Further east lies the Stone Road Mall.

The context reveals a mixed built form that generally descends in height and intensity from Stone Road to built form to the north. The streetscape along Janefield Ave. can be characterized as non-urban, with generous mature landscaping, with earth berms and non-continuous street-wall building types. There is evidence of active pedestrian and cycling activity along Janefield as well as bus transit services.

Urban Design Issues

This peer review identified and considered the following issues derived from this urban design context.

- What is the appropriate streetscape along Janefield given its mixed pedestrian, cycling and vehicular functions?
- What is the appropriate massing strategy for the site given the transition of building heights from south to north and its visibility from the Hanlon?
- What is the appropriate relationship to Torch Lane given the presence of a shadow sensitive single detached dwelling?
- Does the site plan appropriately accommodate on-site amenities?
- Does the site plan balance vehicular access and functions with safe interconnected pedestrian walkways?

Urban Design Response

Through a series of meetings and review comments the subject development has achieved appropriate responses to City concerns as follows:

Streetscape

Through the peer review dialog, a landscaped street edge has been created with significant building setbacks from the Janefield street edge. This is considered appropriate in this context. Based on significant existing road slopes, a set of landscape terraces are proposed parallel to the Janefield Ave. lot line to create a gentle change in grade with steps not exceeding .6m in height. A generous walkway connection to Janefield has been provided connecting the primary building entrance to the Janefield public realm and transit. This feature will need to be carefully designed and reviewed through the detailed Site Plan process to ensure universal accessibility.

Massing Strategy

A combination of two 8 and 10 storey mid-rise building blocks have been proposed, linked at a central 2 storey entrance lobby. The overall height and massing has been deemed appropriate given the building's role as a marker along the Hanlon at this important Stone Road intersection. To achieve a better fit within this context, 2 additional building stepbacks have been introduced on the north end of the 8 storey block toward Torch Lane. A single stepback has been proposed

for the east end of the 10 storey block. Each of these stepback strategies helps to reduce the perceived scale of the subject blocks.

Additionally, each mid-rise block has been broken down into 3-part elevation components- a base, middle and top. The base is proposed at 2 storeys clad in brick masonry establishing a pedestrian scaled mass as a visual datum for the project, reflecting the low-rise elements in the context. Floors above the 2nd floor constitute the middle body of the building with punched windows and balconies framed by contrasting coloured surrounds. The upper 2 floors of each building is clad in window wall which conveys a material lightness to the upper floors, de-emphasizing the building's mass. Through the review process additional window wall areas were added at the prominent building corners. The buildings are further defined by strong horizontal bands above the 2nd floor and at the building's top floor creating a strong visual cap.

The tallest parts of each building are located toward the Hanlon Parkway with elevator and mechanical penthouses integrated with main wall lines below, and expressed as tall vertical building elements.

The joint effect of these massing strategies results in a well-defined articulated built form that responds to the scale and materials evident in the context.

Torch Lane Relationship

With the presence of single detached lots north of Torch Lane, it was imperative to control the building mass to respect the scale of this context. As evolved the design of the 8 storey block is constrained by a 31 degree angular plane drawn from the centerline of Torch Lane. This control is effective in preserving skyview and access to sun for the residents north of Torch Lane. This plane compares favorably with a 45 degree plane which has been traditionally used to limit building height near neighbourhood uses.

On-Site Amenities

Given the extent of surface parking around the site, the location, usability and quality of outdoor amenity spaces was a concern with the initial designs. As the design has evolved rooftop amenity spaces are provided in various locations to complement the array of usable outdoor spaces.

Site Plan Functionality

Initial plans showed some weakness in pedestrian connectivity due to excessive slopes on some walkways around the site. The latest plans have resolved these concerns with improved connectivity throughout the site. The applicant is encouraged to develop all grade related units to have grade related yards in support of family occupancies.

The design concept as it has evolved through the peer review process has achieved a satisfactory urban design resolution and will be a positive addition to Guelph's housing supply in this part of the city.

Respectfully submitted, Michael Spaziani, OAA, FRAIC

**ATT-13
Departmental and Agency Comments Summary**

Respondent	No Objection or Comment	Conditional Support	Issues /Concerns
Planning		√	Subject to conditions in ATT-3
Engineering*		√	Subject to conditions in ATT-3
Park Planning*		√	Subject to conditions in ATT-3
Urban Design*		√	Subject to conditions in ATT-3
Upper Grand District School Board*		√	Subject to conditions in ATT-3
Guelph Hydro*		√	Subject to conditions in ATT-3
Union Gas	√		

MEMO

FILE: 16.13.001

TO: Katie Nasswetter, Senior Development Planner
FROM: Development Engineering
DEPARTMENT: Infrastructure Development and Environmental Engineering
DATE: July 26, 2018
SUBJECT: 233 Janefield Avenue – Zoning By-law Amendment/OPA – (File No. ZC1702/OP17082)

The subject property is approximately 1.19 hectares in size and lands are located on the south side of Janefield Avenue, north of Stone Road West, west of Scottsdale Drive and east of The Hanlon Parkway.

The purpose of the application is to amend the City's Official Plan and the Zoning By-law (OP1702 and ZC1702), the application was received for the property municipally known as 233-237 Janefield Avenue. The application requested an Official Plan Amendment to re-designate to high density residential with a site specific allowance for a max density of 168 units per hectare where the standard high density designation permits up to 150 units per hectare. The Zoning By-law Amendment requested to rezone the subject site from the current R.4A-1 (Residential Apartment) Zone and SC.1-4 (Service Commercial) Zone to a Specialized R.4B (High Density Residential Apartment) Zone to permit the development of a residential building with varying heights of 12, 10 and 5 storeys containing a total of 185 apartment units.

The comments below are in response to the review of the following plans & reports:

- Concept Plan prepared by McKnight Charron Limited Architects dated January 24, 2018.
- Preliminary Perspective prepared by McKnight Charron Limited Architects dated January 24, 2018.
- Removals Plan prepared by MTE dated January 24, 2018.
- Site Grading and SWM Plan prepared by MTE dated January 24, 2018.
- Site Servicing Plan prepared by MTE dated January 24, 2018
- Traffic Impact Study prepared by Paradigm Transportation Solutions dated February 2018
- Functional Servicing Report prepared by MTE dated January 24, 2018
- Phase I Environmental Site Assessment, August 25, 2014.

1. Road Infrastructure:

Janefield Avenue abutting the subject property is designated as a two (2) lane local road with grass boulevard on both sides, asphalt pavement, curb and gutter and concrete sidewalk on the north sides of the street. The ultimate right-of-way width of Janefield Avenue abutting the property is 26.21-metres (86.00 feet). Therefore, no road widening is required.

Torch Lane abutting the subject property is designated as a two (2) lane local road with grass boulevard on both sides, asphalt pavement, curb and concrete sidewalk on the south sides of the street. Please note the curb and sidewalk if only along the flank-age of the subject property and the western part of Torch Lane has a rural cross

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MEMO

section. The right-of-way width of Torch Lane abutting the property is 20.12-metres (66.00 feet) and has not been identified in the City's official plan for road widening.

2. Traffic Study, Access, Parking and Transportation Demand Management:

City staff have reviewed the report "233 Janefield Avenue, City of Guelph, Traffic Impact Study, Paradigm Transportation Solutions Limited, February 2018." Staff are of the opinion that a technical memorandum should be resubmitted with revisions to reflect the following recommendations:

Section 5.2 Sight Distance

The available sight distances from the proposed driveway indicated in the report were measured incorrectly. Due to the safety concerns raised by the local residents relative to horizontal and vertical curves, the consultant is required to submit plans showing the available sight distances and how they meet the TAC standards. The existing plans will be provided by City staff.

The consultant is also required to provide sight distance analysis for outbound turning movements from the proposed driveway.

Section 6 Travel Demand Management

Staff recommend the developer to explore car sharing service as a pre-occupancy measure. Typically, approximately 25 users are needed to justify provision of one vehicle. At 165 units, it is feasible that a car share vehicle could be well utilized, especially if this is a service provided at the time of occupancy.

Synchro Report

Please provide electronic copy of Synchro files as per City's Traffic Impact Study Guidelines

Staff can support the zone change application. However, please be advised that the aforementioned comments shall be addressed prior to site plan approval.

3. Municipal Services:

Janefield Avenue and Torch Lane

Existing services within the right-of-way along Janefield Avenue are as follows:

- 300mm diameter storm sewer.
- 225mm diameter sanitary sewer.
- 150mm diameter watermain.

Existing services within the right-of-way along Torch Lane are as follows:

- 750mm diameter storm sewer.
- 300mm diameter sanitary sewer.
- 150mm diameter watermain.

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The Developer shall be responsible for the entire cost of removing the existing sanitary sewer lateral and the water service lateral. The Developer will also be responsible to pay for the estimated and actual cost of any servicing upgrade including but not limited to; any curb cuts or curb fills if required, prior to site plan approval and prior to any construction or grading on the lands.

The City's Design and Construction/Infrastructure Technical Analyst has confirmed that adequate sanitary and water capacities are available to service the proposed redevelopment as follows:

Sanitary Sewer Wastewater Collection System

Sufficient (and adequate) capacity is available in the existing sanitary sewers adjacent to the above noted site, and of the downstream sanitary sewers, to accommodate discharge of sanitary flows, in our system to accommodate the development, for the referenced type development at the above noted property, for the above noted proposed development, including existing loads (and no sanitary capacity constraints), according to the City's wastewater collection system sanitary sewer model.

The referenced development would have no significant adverse impact to the downstream sanitary sewers

Water Supply and Distribution System

Sufficient (and adequate) capacity is available of the City's existing water supply and distribution system water main pressures, in our system to accommodate the development, for the referenced type development, for the referenced subdivision at the above noted property, for the above noted proposed development (and no water capacity constraints), can be expected for most scenarios according to the City's InfoWater water model. However, there is potential for marginal water supply pressures in proposed development under certain conditions such as peak hour demand scenario at locations with elevation greater than 346 m height above mean sea level (AMSL) and average day demand scenario at locations with elevation greater than 339 m height AMSL in the existing water system.

Water pressure in the water mains in vicinity of proposed development under certain conditions such as peak hour demand scenario at locations with elevation at 346 m height above mean sea level (AMSL) could range from 38.0 to 42.0 psi (40 psi +/- 2.0 psi) and average day demand scenario at locations with elevation at 339 m height AMSL could range from 47.5 to 52.5 psi (50 psi +/- 2.5 psi) in the existing water system.

The referenced development would have no significant adverse impact to the City's water supply and distribution system according to the City's InfoWater water model.

Minimum water service size should be 25 mm for residential and all other services sized appropriately for demand based on potentially low pressures

MEMO

4. Storm Water Management & Servicing:

The City provided the Stormwater Management criteria for the proposed development to MTE Consultants Inc. on January 20, 2017. As noted within the City's stormwater management criteria, the allowable outlet rate is control 2 years to 100 years pre-to-post. In addition, City expects low impact development mechanisms (i.e. clean roof water runoff to be infiltrated) to be incorporated into the SWM design. The consultant conducted the permeameter test for the proposed infiltration gallery to ensure that it will meet the water balance requirements and the support the overall design. However, the testing was conducted in January 2018, according to the CVC Appendix C the preferred testing period is during April and May; this is the period when infiltration is likely to be diminished by saturated condition. Please note the Geotechnical Investigation was completed in 2014 at the time no seasonal high ground water data was collected. That data shown in the report Section 4.4 appears to be from the summer months. Therefore, prior to site plan approval and to support the design of the infiltration galleries, seasonal high groundwater will be required.

Staff agree with the stormwater management concept shown in the FSR, however a detailed stormwater management report, as well as grading, erosion/sedimentation control and servicing plan will shall be submitted for review and approval as part of the site plan application.

5. Environmental:

City staff reviewed the following Phase I Environmental Site Assessment (Phase I ESA) report, prepared by MTE Consultants Inc. (MTE) for Rockwater Holdings Inc.:

- "Final Phase I Environmental Site Assessment, 233 Janefield Avenue, Guelph, Ontario" dated August 25, 2014.

Reportedly, this Phase I ESA was conducted in accordance with the "CSA document Z768-01, November 2001". MTE has also considered the methodology for conducting a phase I ESA according to "Regulation 153/04 as amended by O. Reg. 511/09 (July 1, 2011)".

As mentioned in the report, this Phase I ESA was conducted as part of the due diligence in support of financing and residential development of the Site, and not with the objective of obtaining record of site condition (RSC) for the Site.

SUMMARY OF FINDINGS

The Site comprises approximately 1.1 hectare and is located in an area of mixed residential, commercial and community uses, east of the Hanlon Parkway between College Avenue and Stone Road. The Site is legally known as 233 Janefield Avenue, Guelph, Ontario.

The summary of findings of the Phase I ESA is as indicated below:

The Site was vacant/ undeveloped, with grass cover and contains a stockpile of topsoil within the central area of the property, at the time of Phase I ESA site inspection (August 15, 2014).

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No actual or potential sources of contamination were identified on-site or on the adjacent properties (north- Janefield Avenue and Torch Lane; east- a hydro easement and tower; south- a vacant field and parking lot for Holiday Inn; and west- a community church and residential properties. The report indicates the following environmental issues were of no potential concern to the Site:

- Site Drainage and Storm Water
- Geotechnical Soils and Fill Placement
- Past/ Current Use of the Property
- Aboveground/ Underground Storage Tanks
- Chemical Storage
- Open Burning
- Spills and Releases
- Solid and Liquid Waste
- Air Emission
- Wastewater
- Waterwells/ Septic Beds

COMMENTS:

Note that the report is almost three (3) years old; so, in accordance with City's new Guidelines for Development of Contaminated or Potentially Contaminated Site, an update to the Phase One ESA, either in the form of a letter report or an updated Phase I ESA, will be required and shall be prepared by a qualified person (QP) indicating accurate environmental assessment of the current site conditions.

RECOMMENDATION:

Submit an update to the Phase I ESA addressing the comment noted above. Further decision regarding the environmental condition of the site will be made based on the review of the updated Phase One ESA report.

The updated Phase I ESA report or letter should also include a "Reliance Letter" from a QP to indicate that despite any limitations or qualifications included in the report, the City is authorized to rely on all information and opinion provided in the report.

CLOSURE:

It should be noted that staff's review pertains to whether the report was conducted in a manner consistent with the Act (EPA), the Regulations (O. Reg. 154/03, as amended or CSA Z768-01), and associated guidance documents. Although majority of the information included in the reports were looked at during the review process, City Staff does not independently verify information and data, the quality of which are solely the responsibility of the QP who prepared the report

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Staff Recommendation/Conclusion:

The following conditions are provided as information to Council and will be imposed through site plan approval unless noted otherwise.

1. That the Developer shall submit to the City, in accordance with Section 41 of The Planning Act, a fully detailed site plan, indicating the location of the building, building design, landscaping, parking, traffic circulation, access, lighting, grading and drainage on the said lands to the satisfaction of the General Manager of Planning and the General Manager/City Engineer, prior to any construction or grading on the lands.
2. The Developer shall obtain a Site Alteration Permit in accordance with City of Guelph By-law (2007)-18420 to the satisfaction of the City Engineer if grading/earthworks are to occur prior to the approval of the required engineering studies, plans and reports.
3. The Developer shall prepare and implement a construction traffic access and control plan for all phases of servicing and building construction to the satisfaction of the City Engineer. Any costs related to the implementation of such a plan shall be borne by the Developer.
4. Prior to site plan approval and prior to any construction or grading on the lands, the owner shall provide to the City, to the satisfaction of the General Manager/City Engineer, any of the following studies, plans and reports that may be requested by the General Manager/City Engineer:-
 - i) a functional servicing report;
 - ii) a stormwater management report and plans certified by a Professional Engineer in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment's "Stormwater Management Practices Planning and Design Manual" which addresses the quantity and quality of stormwater discharge from the site together with a monitoring and maintenance program for the stormwater management facility to be submitted; This stormwater management report is to demonstrate how the site will achieve a post-development groundwater recharge that is equal to the pre-development recharge. On-site permeameter testing is required to confirm that the recharge can be achieved, provide the City with the seasonal high groundwater data.
 - iii) a geotechnical report certified by a Professional Engineer that analysis the permeability and hydraulic conductivity of the soils and recommends measures to ensure that they are not diminished by the construction and development;
 - iv) a grading, drainage and servicing plan prepared by a Professional Engineer for the site and detailed erosion and sediment control plan, certified by a Professional Engineer that indicates the means whereby erosion will be minimized and sediment maintained on-site throughout grading and construction .
 - v) An updated Phase I ESA report or letter should also include a "Reliance Letter" from a QP to indicate that despite any limitations or qualifications included in the report, the City is authorized to rely on all information and opinion provided in the report.

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5. The Developer shall, to the satisfaction of the General Manager/City Engineer, address and be responsible for adhering to all the recommended measures contained in the plans, studies and reports outlined in subsections 4 i) to 4 iv) inclusive.
6. That the Developer will ensure that any existing domestic wells as well as all boreholes and monitoring wells installed for environmental, hydrogeological or geotechnical investigations are properly decommissioned in accordance with current Ministry of the Environment regulations (O.Reg. 903 as amended) and to the satisfaction of the General Manager/City Engineer, prior to site plan approval and prior to any construction or grading on the lands.
7. The Developer acknowledges that the City does not allow retaining walls higher than 1.0-metre abutting existing residential properties without the permission of the General Manager/City Engineer.
8. The Developer shall be responsible for the actual cost of any service laterals required for the lands and furthermore, prior to any grading or construction on the lands the Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of any service laterals.
9. That the Developer pay the actual cost of removing or decommissioning to the satisfaction of the General Manager/City Engineer, any existing sanitary sewers, storm sewers, manhole and/or watermains that are not going to be used for service laterals. Furthermore, prior any grading or construction on the lands, the Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the Developer's share of the cost of the removals and decommissioning works.
10. The Developer shall pay to the City the actual cost of the construction of the new driveway entrance and required curb cut and/or curb fill. Furthermore, prior to any grading or construction on the lands, the Developer shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the construction of the new driveway entrance and required curb cut and/or curb fill.
11. The Developer shall pay the actual cost of the removal of the existing driveway entrance including the asphalt pavement and gravel within the road allowance, the restoration of the boulevard with topsoil and sod including the required curb fill, with the estimated cost of the works as determined by the General Manager/City Engineer being paid, prior to any grading or construction on the lands.

MEMO



A handwritten signature in blue ink, appearing to read "Terry Gayman", is positioned above a horizontal line.

Terry Gayman, P. Eng.
Manager, Infrastructure, Development &
Environmental Engineering

A handwritten signature in blue ink, appearing to read "Allister McILveen", is positioned above a horizontal line.

Allister McILveen
Manager, Transportation Services

A handwritten signature in blue ink, appearing to read "Shophan Daniel", is positioned above a horizontal line.

Shophan Daniel
Engineering Technologist III

Engineering Services
Infrastructure, Development & Enterprise

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INTERNAL MEMO



DATE August 2, 2018

TO **Katie Nasswetter, Sr. Development Planner**

FROM David de Groot

DIVISION Planning Services

DEPARTMENT Infrastructure, Development and Enterprise Services

SUBJECT 233 Janefield Avenue: Official Plan Amendment and Zoning By-law Amendment Application

Urban Design Staff have the following comments on the proposed Zoning By-law Amendment application at 233 Janefield Avenue:

- Staff retained a peer review architect to review the application. Staff has reviewed the Architectural Peer review Report by Michael Spaziani Architect Inc. (July 27, 2018).
- Staff acknowledges that the applicant has been working with City Staff and the Peer Review Architect. This has resulted in a building design, massing and ground floor approach that has been refined and improved.
- Staff notes that the applicant has been working through the peer review process to revise the building and that the design has evolved based on input from staff and the input from the peer reviewer.
- Through this process, staff have concentrated on a number of key issues including:
 - Improving the transition to Torch Lane and existing single detached dwellings to the north by: introducing stepbacks, increasing the setback, reducing the building height and introducing an angular plane from Torch Lane;
 - Improving the interface with Janefield Avenue and providing a green landscaped edge;
 - Adding masonry along the base of the building; and,
 - Improving the elevations on all sides given the buildings high visibility from Janefield and the Hanlon Expressway.
- A supporting shadow study (July 30, 2018) was also submitted for the development with the reduced building heights. Based on this, staff agrees with the conclusion of the MCL Architects Shadow Study that the shadow impact is not unreasonable. Staff is of the opinion that there will not be any unacceptable adverse impacts on adjacent properties.
- Generally Urban Design staff is supportive of the approach to the design of the site as outlined in the Urban Design Brief (dated November 28, 2016) and addendum letter dated July 30, 2018.
- There are still some outstanding details identified through the peer review process and staff review that may require additional changes. Staff feels these are generally minor in nature and can be addressed through the site plan process and further minor changes to the building design. These include:
 - Refining the grading landscaping of along Janefield to avoid railings and providing a green interface with the street.
 - Refining landscaping, grading and accessibility of the outdoor amenity area adjacent to Torch Lane and the building in general
- In addition, as part of the site plan process further detailed comments will be discussed including reviewing and finalization of building materials, landscaping materials and other site plan-level design elements including:

Katie Nasswetter, Sr. Development Planner
August 2, 2018

**233 Janefield Avenue: Official Plan Amendment and Zoning By-law Amendment
Application**

Page 2 of 2

- Adequate soil volumes for all proposed trees, especially those within or in close proximity to hard surfaces, with the intention of planting medium to large trees on the site
- Providing a detail for pedestrian level lighting.
- Street furniture such as bicycle parking, benches etc.
- Materials and colours including railings, bricks colours etc.

Prepared By:

David de Groot

Senior Urban Designer
519.822.1260 ext. 2358
David.deGroot@guelph.ca

ATTACHMENT:

Peer Review Report dated July 27, 2018 by Michael Spaziani Architect Inc.

INTERNAL MEMO



DATE May 17, 2018
TO **Katie Nasswetter**
FROM Helen White
DIVISION Parks and Recreation
DEPARTMENT Community and Social Services
SUBJECT **233-237 Janefield Avenue – Proposed Zoning By-Law Amendment ZC1702 and Official Plan Amendment OP1702 – Revised**

Park Planning has reviewed the Notice of Public Meeting dated April 19, 2018 and revised Concept Plan dated January 24, 2018 for the above noted revised Proposed Zoning By-Law and Official Plan Amendment and offers the following comments:

Zoning Bylaw and Official Plan Amendments:

Park Planning and Development has no objection to the proposed Zoning By-Law and Official Plan Amendment to rezone the property from R4.A-1 (Specialized Residential Apartment) Zone and SC.1-4 (Specialized Service Commercial) Zone to an R.4B-? (Specialized High Density Residential) Zone and to change the Official Plan designation on the medium density portion of the site to a high density residential designation to permit the development of a residential building containing at total of 165 apartment units.

Development Concept Plan

Parkland Dedication:

The Parkland dedication requirement for the subject lands has been satisfied by previous dedications through the subdivision process – due to the timing of the subdivision registration. Please note that the City’s parkland dedication bylaws are currently under review so it is possible that at the time of the issuance of the building permit the City has a new by-law in effect which might affect this determination.

Trails, Open Space:

There is a planned Primary Trail route through the subject lands, however due to the future MTO interchange configuration, easements in favour of private parties in both potential trail locations on the property and fairly short distance of the off-road trail, Park Planning will not be requiring a trail route on the subject lands.

There are no existing or planned open spaces on or adjacent to the subject lands.

Katie Nasswetter
May 17, 2018
RE: 233-237 Janefield Avenue ZBA and OPA
Page 2 of 2

Summary:

The above comments represent Park Planning & Development's review of the proposed development. Based on the current information provided, I would support the proposed development subject to the conditions outlined above.

Regards,

Helen White
Park Planner

Parks and Recreation
Community and Social Services
Location: City Hall

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E helen.white@guelph.ca

C Luke Jefferson, Mary Angelo

File # P:\CommunityServices\Riverside_Park Planning\PLANNING\SOUTH DISTRICT\Zoning
By-Law & Official Plan Amendments\233-237 Janefield Ave\233-237 Janefield Ave -
revised.docx



UPPER GRAND DISTRICT SCHOOL BOARD
500 Victoria Road North, Guelph, Ontario N1E 6K2
Phone: (519) 822-4420 Fax: (519) 822-2134

Martha C. Rogers
Director of Education

May 7, 2018

PLN: 18-40
File Code: R14
Sent by: mail & email

Katie Nasswetter
Senior Development Planner
Infrastructure, Development and Enterprise
City of Guelph
1 Carden Street
Guelph, Ontario N1H 3A1

Dear Ms. Nasswetter;

Re: SECOND SUBMISSION - OP1702 & ZC1702
233-237 Janefield Ave

Planning staff at the Upper Grand District School Board has reviewed the revised applications for the above noted Official Plan and Zoning By-law Amendments to permit the development of a 10-storey residential apartment building containing 165 units.

Be advised that the Planning Department **does not object** to the proposed applications, subject to the following conditions:

- Education Development Charges shall be collected prior to the issuance of building permits
- The developer shall agree that adequate sidewalks, lighting and snow removal (on sidewalks and walkways) will be provided to allow children to walk safely to school or to a designated bus pickup point
- The developer shall agree to advise all purchasers of residential units and/or renters of same, by inserting the following clause in all offers of Purchase and Sale/Lease:

"In order to limit liability, public school buses operated by the Service de transport de Wellington-Dufferin Student Transportation Services (STWDSTS), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up students, and potential busing students will be required to meet the bus at a congregated bus pick-up point."

Should you require additional information, please feel free to contact me.

Sincerely,

Emily Bumbaco
Planning Technician
emily.bumbaco@ugdsb.on.ca



395 Southgate Drive
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June 19, 2017

Katie Nasswetter
Planning Services
Infrastructure, Development and Enterprise
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1

Re: 233-237 Janefield Avenue (File No. OP1702/ZC1702)

We would like to submit the following comments concerning this application:

Given the existing site plan, dated April 26, 2017:

1. Hydro supply for this development will be from an existing overhead pole line on the west side of Janefield Avenue.
2. The hydro services for this development should be underground except for pad-mounted transformers.
3. A minimum distance of 3.0 metres must be maintained between any dwelling units and pad-mounted transformers.
4. A minimum distance of 1.5 metres must be maintained between any driveways/entrances and distribution poles, street light poles or pad-mounted transformers. Any relocations required would be done at the owner's expense.
5. An area 6.5 metres by 5.0 metres is required for a three-phase pad mounted transformer. The specific location of the transformer must be arranged with the Guelph Hydro Technical Services Department.

Sincerely,

GUELPH HYDRO ELECTRIC SYSTEMS INC.

A handwritten signature in blue ink, appearing to read "A. Kappheim", followed by "P.Eng" written in a smaller, less legible script.

A. Kappheim, P.Eng
Distribution Engineer

AK/gc

ATT-14
Public Notification Summary

May 3, 2017	Application received by the City of Guelph
June 1, 2017	Applications deemed complete
June 14, 2017	Notice of Complete Application and Notice of Complete Application mailed to prescribed agencies and surrounding property owners within 120 metres
June 15, 2017	Notice of Public Meeting advertised in the Guelph Tribune
July 10, 2017	Statutory Public Meeting of Council
February 12, 2018	Revised application submitted to City
April 19, 2018	Notice of Revised Application and second Public Meeting mailed to prescribed agencies and surrounding property owners within 120 metres
April 19, 2018	Notice of Public Meeting advertised in the Guelph Tribune
May 14, 2018	Second Statutory Public Meeting of Council
August 20, 2018	Notice of Decision Meeting sent to parties that commented or requested notice
September 10, 2018	City Council Meeting to consider staff recommendation