

93 Arthur Street South Metalworks – Phase IV

Zoning By-Law Amendment (File No. OZS21-007)
Public Meeting

July 12, 2021



GSP
group



BA Group



GRADIENTWIND
ENGINEERS & SCIENTISTS

LANDARTDESIGN
landscape architects inc.



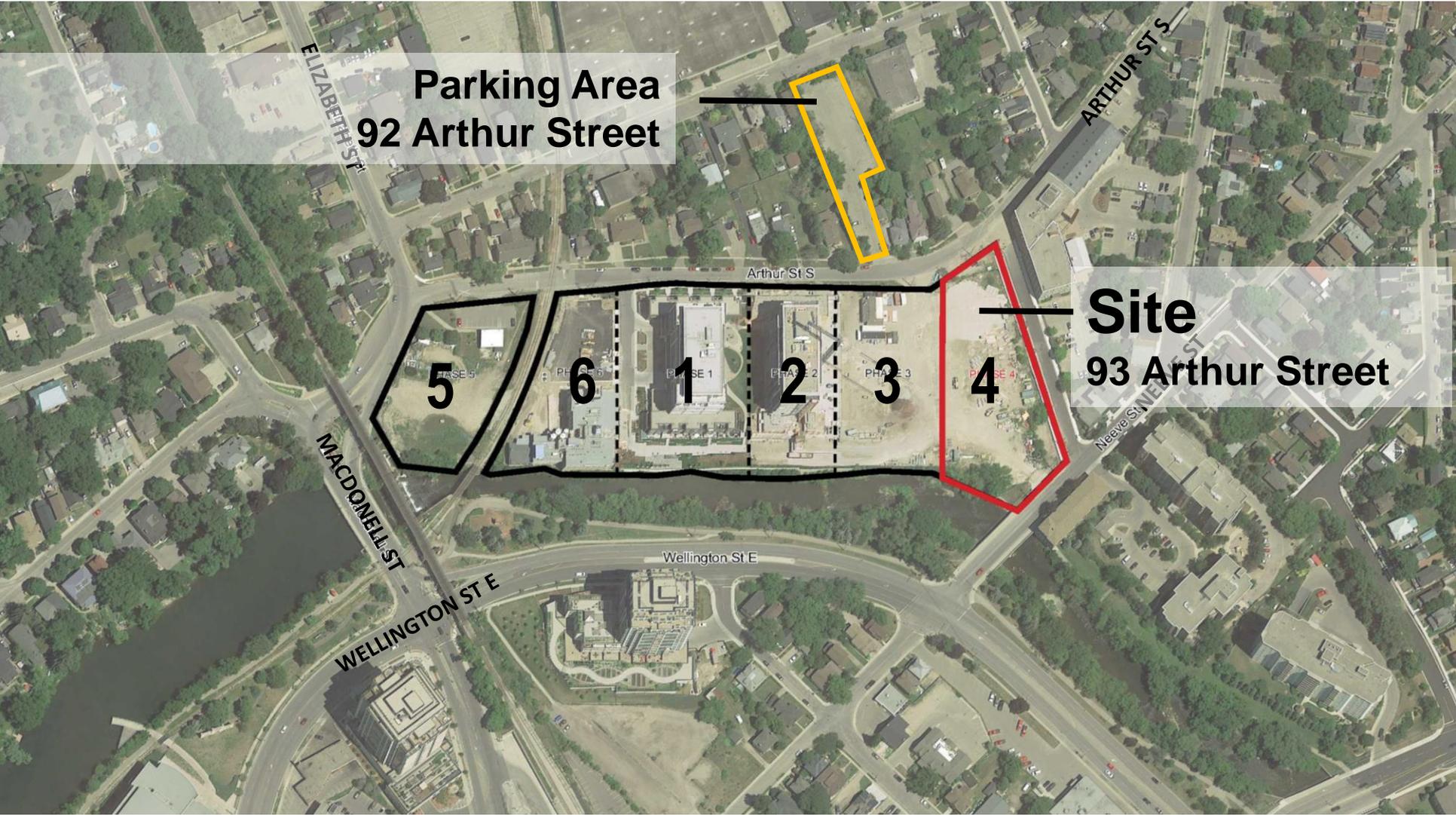
KIRKOR ARCHITECTS + PLANNERS

Site Context



● Parking Area - 92 Arthur Street

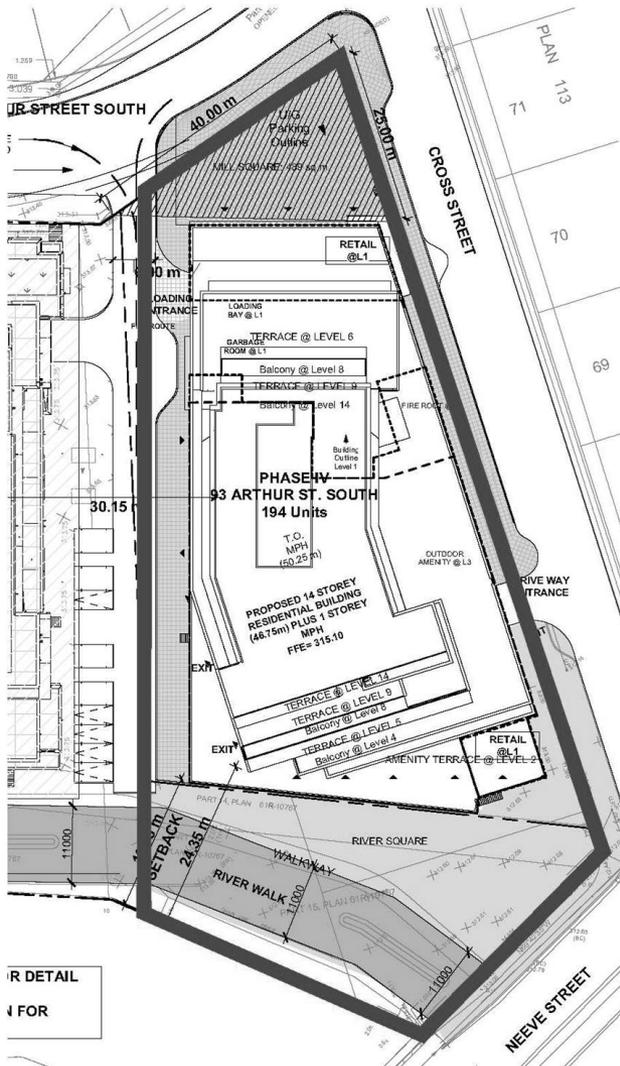
Site Context



**Parking Area
92 Arthur Street**

**Site
93 Arthur Street**

Proposed Development - Overview



- 14-Storey mixed use building containing one level of underground parking and a 2-storey podium with 193 residential units and ground floor retail
- A combination of indoor and outdoor amenity areas have been included for future tenants/residents
- The establishment of two new urban squares to serve as amenity space for current/future residents of the Ward – Mill Square & River Square
- A completed segment of the River Walk trail along the west of the Speed River

Proposed Development - Renderings



View from Cross Street 4
NTS A6.1



View from Arthur Street 2 2
NTS A6.1



3D View 4 3
Scale: A6.1



View from Arthur Street 1 1
NTS A6.1

Supporting Technical Studies:

Technical studies have been submitted to support the development:

- **Planning Justification Report**
 - GSP Group Inc., May 2021
- **Stormwater Management Brief**
 - Valdor Engineering Ltd., February 2021
- **Wastewater Survey**
 - Valdor Engineering Ltd., February 26, 2021
- **Geotechnical Investigation**
 - Chung & Vander Doelen Engineering Ltd., January 8, 2021
- **Parking Supply Study**
 - BA Group, May 19, 2021
- **Urban Design Brief**
 - GSP Group Inc., May 2021
- **Shadow Study**
 - Kirkor Architects + Planners, March 8
- **Pedestrian Level Wind Study**
 - Gradient Wind Engineers & Scientists, February 16, 2021



Zoning By-Law Amendment

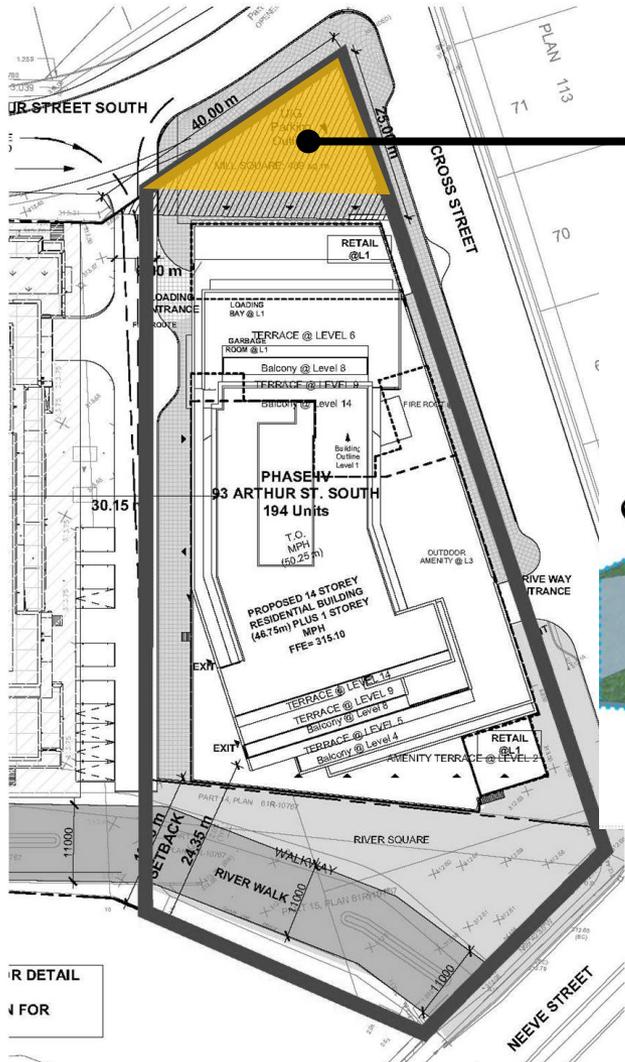
Common Amenity Area

- To permit 'Common Amenity Area' within the front yard of a development, whereas the Zoning By-Law does not permit 'Common Amenity Area' to be located within a required front yard (Section 5.4.2.4.3.);

Accessory Structure

- To permit an accessory building or structure to be located within the front yard, whereas the Zoning By-Law does not permit accessory buildings or structures to be located within a front yard (Section 4.5.1);

Proposed Development – Mill Square



Mill Square (Preliminary Design Concept)



FOR DETAIL
FOR

Zoning By-Law Amendment

Rear Yard

- To permit a minimum rear yard of 24 metres, whereas the Zoning By-Law requires a minimum rear yard setback of 20% of the depth or one-half of the building with a minimum of 7.5 metres (Table 5.4.2);

Floor Plate

- To permit a maximum floor plate of 1,238 m² for floors 7-8 whereas the Zoning By-Law requires a maximum floor plate size of 1,200 m² (Section 5.4.3.2.15.6.2.4);
- To permit a maximum floor plate size of 1,045 m² for floors 9-14, whereas the Zoning By-Law requires a maximum floor plate size of 1,000 m² (Section 5.4.3.2.15.6.2.4);

Zoning By-Law Amendment

Parking

- To establish a residential parking rate of 0.95 parking spaces per unit (183 parking spaces) (Section 5.4.3.2.15.2.5);
- To establish a visitor parking rate of 0.05 parking spaces per unit (10 parking spaces) (Section 5.4.3.2.15.2.5);
- To establish a commercial parking rate of 1 parking space per 100 m² (2 parking spaces) (Section 5.4.3.2.15.2.5);
- To permit off-street parking on 92 Arthur Street South, whereas the Zoning By-Law requires parking for a building to be located on the same property (Section 4.13.1); and,
- To permit a covered parking stall size of 5.5 metres by 2.75 metres, whereas the Zoning By-Law requires a covered parking stall size of 6 metres by 3 metres (Section 4.13.3.2).

Transportation Demand Measures (“TDM”)

- Ideal location near Guelph Central Station
- TDM program will support travel by transit and active transportation
 - Unbundled parking supply
 - Dedicated car share spaces
 - Secure bicycle parking
 - Shower and change facilities
 - Transit information
 - Transit pass availability
 - Assigned TDM coordinator
- Requested parking reduction supported by planning policy
- TDM and parking reduction supported by TIS

Thank you and Questions

