

Staff Report



To	City Council
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, February 10, 2020
Subject	Decision Report 361 Whitelaw Road Proposed Official Plan and Zoning By-law Amendments File: OZS18-005 Ward 4
Report Number	IDE-2020-13

Recommendation

1. That the application by GSP Group on behalf of Armel Corporation for approval of an Official Plan Amendment from the "Low Density Greenfield Residential" designation to the "High Density", "Medium Density", and "Open Space and Parks" designations to permit the development of a 678 unit mixed density residential development and a neighbourhood park on the lands municipally known as 361 Whitelaw Road and legally described as Part of the NE Half of Lot 5, Concession 1, Division 'B' (Geographic Township of Guelph), City of Guelph, be approved in accordance with Attachment 2 of the Infrastructure, Development and Enterprise Report 2020-13, dated February 10, 2020.
 2. That the application from GSP Group on behalf of Armel Corporation, for a Zoning By-law Amendment from the current "Urban Reserve" (UR) Zone and the "Agriculture" (A) Zone to a "Specialized High Density Apartment" (R.4B-22(H)) Zone, "Specialized General Apartment" (R.4A-55(H)) Zone, "Specialized Cluster Townhouse" (R.3A-66(H)) Zone, "Conservation Land" (P.1) Zone and "Neighbourhood Park" (P.2) Zone to permit the development of a 678 unit mixed density residential development and a neighbourhood park on the lands municipally known as 361 Whitelaw Road and legally described as Part of the NE Half of Lot 5, Concession 1, Division 'B' (Geographic Township of Guelph), City of Guelph, be approved in accordance with Attachment 3 of the Infrastructure, Development and Enterprise Report 2020-13, dated February 10, 2020.
 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 361 Whitelaw Road.
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Executive Summary

Purpose of Report

This report provides a staff recommendation to approve an Official Plan Amendment and a Zoning By-law Amendment to permit the development of a 678 unit residential development containing apartments and townhouses, together with a neighbourhood park on the property municipally known as 361 Whitelaw Road.

Key Findings

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

Financial Implications

Estimated Development Charges: \$11,673,180 based on 2019 rates.

Estimated Annual Taxes: \$2,324,000 based on 2019 tax rate for 678 apartment and townhouse units of varying size.

Report

Background

An application to amend the Official Plan and Zoning By-law was received for the property municipally known as 361 Whitelaw Road from GSP Group on behalf of the property owner, Armel Corporation on August 24, 2018 and deemed to be complete on September 20, 2018. The applicant proposed up to 800 new apartment and townhouse units together with a neighbourhood park. This original plan is shown in Attachment 7.

A statutory Public Meeting was held to discuss the application on December 10, 2018. At the meeting, concerns were raised by Council and the neighbourhood regarding a range of issues related to the proposed height and density on the site. Following the Public Meeting, the applicant reviewed public and agency comments and submitted a revised application on May 27, 2019.

A second statutory Public Meeting was held on July 10, 2019, for a revised proposal, containing a total of 700 apartment and townhouse units together with a neighborhood park. This second plan is shown in Attachment 7.

Following the Public Meeting, the applicant made revisions to the plan to address public and agency comments and submitted a revised plan and supporting information in October 2019. This plan is substantially the same as the plan that was reviewed in the second Public Meeting, with refinements to building setbacks, apartment building setbacks which resulted in a plan with a total of 678 townhouse and apartment units. The revised concept plan currently proposed is included in Attachment 7.

Location

The subject property is located at the south-west corner of Paisley Road and Whitelaw Road (see Attachment 1 - Location Map and Orthophoto). The portion of

the subject property within the City of Guelph is approximately 7 hectares in size, though it is part of a larger land parcel in the Township of Guelph-Eramosa. The subject site has a frontage of approximately 190 metres along Paisley Road within the City of Guelph and a frontage of approximately 480 metres along Whitelaw Road. The site is currently vacant and a portion of it is used as agricultural land.

Surrounding land uses include:

- To the north: Paisley Road, beyond which are vacant commercial lands that are part of the Community Mixed Use Node;
- To the south: single detached dwellings along Whitelaw and Shoemaker Crescent;
- To the east: Whitelaw Road, beyond which are currently vacant lands zoned "General Residential Apartment" that are expected to be developed in the near future together with a small woodlot; and,
- To the west: a wetland, woodlot and agricultural lands that are situated in the Township of Guelph-Eramosa.

Existing Official Plan Land Use Designations and Policies

The subject property is designated "Low Density Greenfield Residential" with a small portion of the westerly edge of the site designated as "Significant Natural Area" that is the edge of an adjacent wetland and woodlot to the west situated in the Township of Guelph-Eramosa.

The northeast portion of the site, closest to the intersection of Paisley Road and Whitelaw Road is part of the Paisley/Imperial Community Mixed Use Node. The entire site is also designated as 'Greenfield Area' under the provincial Growth Plan. The applicable Official Plan land use designations are shown and described in Attachment 4.

Proposed Official Plan Amendment

The first application proposed an Official Plan Amendment to redesignate the lands to a site specific "High Density Residential" designation for all the proposed residential lands and an "Open Space and Parks" designation for the proposed park.

The revised application proposes that the northerly third of the site be redesignated as "High Density Residential", the middle portion of the site be redesignated as "Medium Density Residential" and the southerly portion of the site be designated as "Open Space and Parks".

Further details of the proposed Official Plan Amendment are included in Attachment 2.

Existing Zoning

The subject property is currently zoned "Urban Reserve" (UR) along Whitelaw Road and the westerly portion of the site is zoned "Agriculture" (A) in the Township of Guelph-Eramosa Zoning By-law. The Urban Reserve Zone acts as a placeholder in an area requiring further study. It generally permits agriculture and conservation uses, though further development requires a rezoning. The Agriculture Zone

remains from when the City annexed this portion of the site from the Township of Guelph-Eramosa.

The existing zoning is shown in Attachment 5.

Description of Proposed Zoning By-law Amendment

The applicant originally proposed to rezone the site to a "Specialized High Density Apartment" (R.4B-?) and "Neighbourhood Park" (P.2) Zone. The applicant proposed a number of specialized regulations to permit additional density and control height in the proposed R.4B-? Zone.

The revised application from May 2019 proposed that the northerly portion of the site be rezoned to a "Specialized High Density Apartment" (R.4B-?) Zone, the central portion of the site be rezoned to a "Specialized General Apartment" (R.4A-?) Zone and the southerly portion of the site be rezoned to the "Neighbourhood Park" (P.2) Zone.

Since the second Public Meeting on July 10, 2019, the applicant has worked with City staff to further refine the proposed zoning to better reflect the proposed site concept. This includes creating three separate zones for the residential portion of the site:

- "Specialized High Density Apartment" (R.4B-22(H)) Zone on the north end of the site that is part of the Community Mixed Use Node;
- "Specialized General Apartment" (R.4A-55(H)) Zone on the midrise apartments in the middle of the site; and
- "Specialized Cluster Townhouse" (R.3A-66(H)) Zone on the southerly end of the residential portion of the site.

The most southerly portion of the site is proposed to be zoned P.2 for the proposed Neighborhood Park, and a small sliver of land along the woodlot on the westerly side of the site is proposed to be rezoned to conservation lands to demarcate the edge of the buffer to the woodlot. A Holding Provision (H) is needed on the proposed residential zones to ensure that Whitelaw Road is redesigned and reconstructed prior to site development, and to ensure the future builder submits a detailed Energy Strategy Report to show how the proposed buildings will be designed and constructed in a manner that contributes to the City's Community Energy Initiative.

The details of the proposed zoning and specialized regulations are shown in Attachment 3, with a map of the Proposed Zoning shown in Attachment 6. The Planning Analysis in Attachment 10 gives a detailed review of the proposed specialized regulations supported by staff.

Proposed Development

Originally the applicant proposed the site be developed in three distinct areas. The northern portion of the site closest to Paisley Road was proposed to have 5 apartment buildings, 8-10 storeys high with approximately 620 dwelling units. The middle portion of the site is proposed to be up to four storey high stacked townhouses and/or low rise apartment buildings. Two accesses to the residential portion of the site were proposed from Whitelaw Road with interior private road connections. A neighbourhood park approximately 1.2 hectares in size was proposed on the southern end of the site with

access to Whitelaw Road and running behind the single-detached dwellings on the west side of Whitelaw Road with a possible connection to the end of Shoemaker Crescent.

The revised proposal from May 2019 maintained 3 distinct areas to the site. The northerly third of the site was proposed to be High Density Residential, with 4 apartment buildings, 8 and 9 storeys in height, containing up to 492 residential units. The middle portion of the site was proposed to contain 2 six-storey apartment buildings containing 80 residential units total, together with 128 stacked, back-to-back townhouses. In total approximately 700 units were proposed. Three accesses to the site were shown, 2 from Whitelaw Road and a new access from Paisley Road on the north end of the site. The south end of the site still proposed a neighbourhood scale park which is 1.4 hectares in size.

Following the 2nd statutory Public Meeting on July 10, 2019, staff worked with the applicant to further refine the concept plan's details. On the north end of the site, in the High Density Residential Official Plan designation and R.4B-22 High Density Residential Apartment Zone, four apartment buildings are still proposed, with two buildings at 9 storeys closest to the intersection of Paisley and Whitelaw and two buildings at 8 storeys adjacent to Whitelaw Road and Paisley Road respectively, with a total of 445 apartment units. The buildings were refined with additional setbacks and stepbacks for the apartment buildings to ensure they met City angular plane requirements and did not cause any shadow impacts to the development proposed on the east side of Whitelaw Road.

The middle portion of the site, in the Medium Density Residential Official Plan designation, has two zones proposed. First, a R.4A-55, a specialized General Apartment Zone with 2 five storey apartment buildings proposed, containing a total of 107 apartment units. Immediately south of this zone is a R.3A-66, a specialized Cluster Townhouse Zone, where 126 stacked and stacked, back to back townhouses are proposed. Holding provisions are recommended on all the residential zones to require development to wait until Whitelaw Road has been redesigned and reconstructed and to ensure that the future builder of the site completes an Energy Strategy Report that will determine how the proposed site development and construction will contribute to meeting the goals of the Community Energy Initiative.

The most southerly portion of the site, which has a frontage of approximately 70 metres on Whitelaw Road and extends behind the existing single detached houses on the west side of Whitelaw Road and the north side of Shoemaker Crescent, is proposed to be redesignated to Open Space and Parks in the Official Plan. It is proposed to be rezoned to P.2 (Neighbourhood Park) to be a neighbourhood park approximately 1.4 hectares in size. A public access trail is also proposed from the park along the westerly boundary of the development up to Paisley Road. A future trail connection could also be built from the proposed park south to Shoemaker Crescent; its design and location would be considered during a future City-led park design project.

The original, revised and final proposed conceptual site plans are shown in Attachment 7. A site perspective and a site cross-section of the proposed development are shown in Attachment 8.

Staff Review/Planning Analysis

The staff review and planning analysis for this application is provided in Attachment 10. The analysis addresses relevant planning considerations, including the issues and questions that were raised by Council and members of the public at the statutory Public Meetings held on December 10, 2018 and July 10, 2019. Final comments on the revised proposal from internal City departments and agencies are included in Attachment 11. The staff review and planning analysis addresses the following:

- Evaluation of the proposal in accordance with the policies of the 2014 Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019);
- Evaluate how the application conforms to the Official Plan land use designations and policies including the proposed Official Plan Amendment;
- Review of the proposed zoning and specialized site-specific provisions;
- Review of impacts to the City's Natural Heritage System;
- Review of site servicing capacity and design;
- Review of traffic and parking;
- Review of the applications' contribution to the City's Affordable Housing Targets;
- Confirm support for the 2019 Community Energy Initiative Update (CEI); and
- Address all comments and issues raised during the public review of the applications.

Staff Recommendation

Planning staff are satisfied that the recommended Official Plan Amendment and Zoning By-law Amendment are consistent with the 2014 Provincial Policy Statement and conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). The proposed Official Plan and Zoning By-law amendments conform to the objectives and policies of the Official Plan and the specialized zoning regulations proposed are appropriate for the development of site in its surrounding context. Planning staff recommend that Council approve the Official Plan Amendment as proposed in Attachment 2 and the Zoning By-law Amendment subject to the draft zoning regulations as outlined in Attachment 3.

Financial Implications

Estimated Development Charges: \$11,673,180 based on 2019 rates in effect at the time of writing this report.

Estimated Annual Taxes: \$2,324,000 based on 2019 City tax rate for 678 apartment and townhouse units of varying size.

Consultations

The Notice of Complete Application was mailed on October 4, 2018 and Notice of Public Meeting was mailed on November, 2018 to local boards and agencies, City service areas and property owners within 120 metres of the subject lands. The Notice of Public Meeting was also advertised in the Guelph Mercury Tribune on November 15, 2019. Notice of the application has also been provided by signage on the property, which was installed on October 5, 2018. The statutory Public Meeting was held on December 10, 2018.

Following the Public Meeting, in May, 2019, the applicant made a formal resubmission to the City based on interim staff comments and public feedback. This material was circulated to the public and staff and agency reviewers on June 11, 2019 together with a notice for the second Public Meeting, which was held on July 10, 2019.

On January 20, 2020, the Notice of Decision Meeting was sent to members of the public and parties that provided comments on the applications or requested to receive further notice. See Attachment 12 for a full consultation summary.

Attachments

- Attachment-1 Location Map (120 metre circulation) and Orthophoto
- Attachment-2 Recommended Official Plan Amendment
- Attachment-3 Recommended Zoning Regulations and Conditions
- Attachment-4 Existing Official Plan Land Use Designations and Policies
- Attachment-5 Existing Zoning
- Attachment-6 Proposed Zoning
- Attachment-7 Original, Revised, and Final Recommended Proposed Concept Plans
- Attachment-8 Site Perspective and Site Cross-Section
- Attachment-9 Conceptual Rendering
- Attachment-10 Staff Review and Planning Analysis
- Attachment-11 Departmental and Agency Comments
- Attachment-12 Public Notification Summary

Departmental Approval

Not applicable

Report Author

Katie Nasswetter, M.Sc., MCIP, RPP
Senior Development Planner

Approved By

Chris DeVriendt, MCIP, RPP
Manager of Development Planning



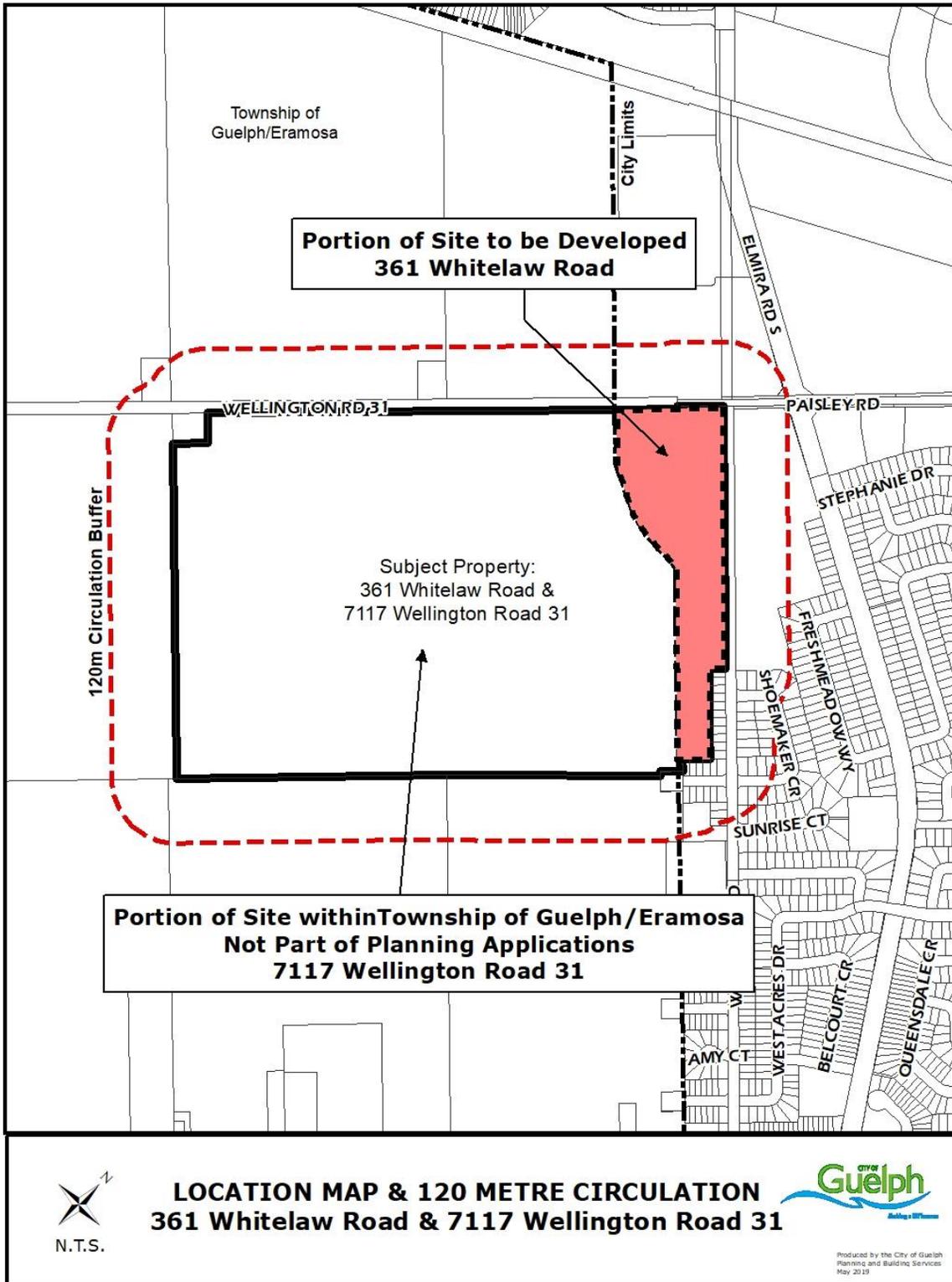
Approved By

Todd Salter, MCIP, RPP
General Manager
Planning and Building Services
Infrastructure, Development and
Enterprise Services
519-822-1260 extension 2395
todd.salter@guelph.ca

Recommended By

Kealy Dedman, P. Eng, MPA
Deputy Chief Administrative Officer
Infrastructure, Development and
Enterprise Services
519-822-1260 extension 2248
kealy.dedman@guelph.ca

Attachment 1: Location Map



**Attachment 1 continued:
Orthophoto**



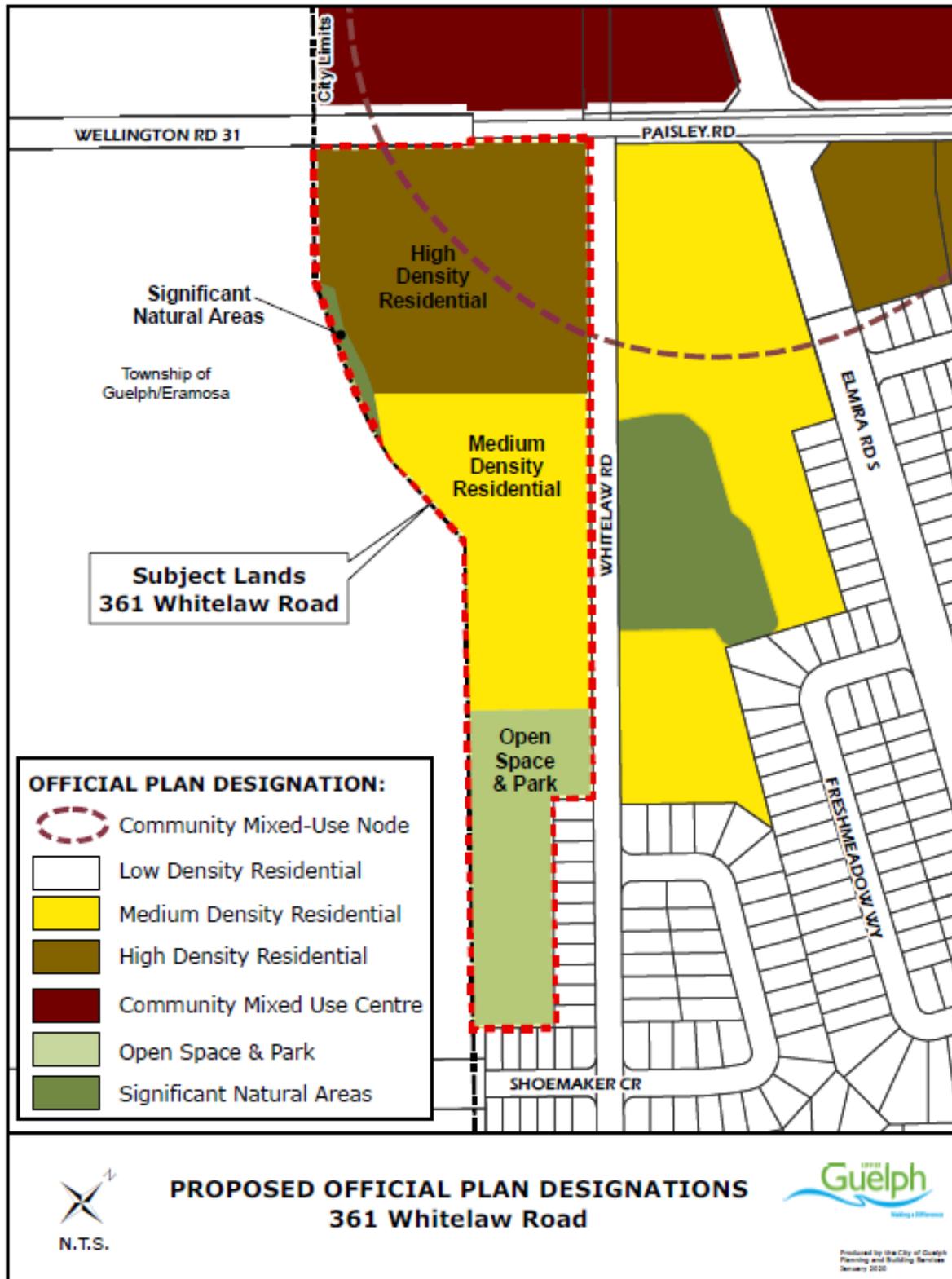
Attachment 2:

Recommended Official Plan Amendment No. 71

O.P.A. #71:

The purpose of Official Plan Amendment #71 is to redesignate the property municipally known as 361 Whitelaw Road and legally described as Part of the NE Half of Lot 5, Concession 1, Division 'B' (Geographic Township of Guelph), City of Guelph, to the High Density Residential designation, the Medium Density Residential designation and the Parks and Open Space designation to permit a mixed density residential development and a neighbourhood park.

Attachment 2:
Recommended Official Plan Amendment No. 71
Proposed Mapping:



Attachment 3:

Recommended Zoning Regulations and Conditions

3A - Zoning Regulations:

The following zones are proposed on the subject site as shown in the proposed zoning map in Attachment 6:

Specialized R.4B-22(H) (High Density Residential Apartment) Zone

Permitted Uses

Despite Section 5.4.1.2., the following Uses shall be permitted

- Apartment building
- Cluster Townhouses attached to an Apartment Building
- Accessory Uses in accordance with Section 4.23
- Home Occupation in accordance with Section 4.19

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:

Maximum Building Height

Notwithstanding Table 5.4.2. Row 10, the maximum building height within 120 metres of the intersection along Paisley Road and 100 metres from the intersection along Whitelaw Road as measured along the streetline shall be 9 storeys and the maximum building height shall be 8 storeys at all other locations, and in accordance with Sections 4.16, 4.18.

Maximum Front Yard and Exterior Side Yard

Notwithstanding Table 5.4.2, Row 7, the maximum front or exterior side yard facing Paisley Road shall be 8 metres and the maximum front or exterior side yard facing Whitelaw Road shall be 20 metres.

Minimum Rear Yard

Notwithstanding Table 5.4.2, Row 9, the minimum rear yard shall be 14 meters, measured from the westerly property line.

Minimum Side Yard

Notwithstanding Table 5.4.2, Row 8, the minimum side yard shall be 3 metres.

Minimum Distance between Buildings

Notwithstanding Sections 5.4.2.2 and Table 5.4.2, Row 11, the minimum distance between apartment buildings shall be 15 metres.

Maximum Building Length

The maximum length of an apartment building shall be 60 metres.

Minimum Stepback of Upper Storeys of Apartment Buildings

The upper storeys of an apartment building shall have additional minimum stepbacks as follows:

- a) The adjacent wall of any apartment building facing the Landscaped Site Gateway area as set out in Section xx of this bylaw, shall be stepped back an additional 3.0 metres above the fourth floor, and a further 3.0 metres above the seventh floor.
- b) The adjacent wall of any apartment building facing Whitelaw Road shall be stepped back an additional 1.5 metres above the fourth floor, and a further 1.5 metres above the seventh floor.
- c) The adjacent wall of any apartment building facing Paisley Road shall be stepped back an additional 1.5 metres above the fourth floor, and a further 3.0 metres above the seventh floor.

Minimum Landscaped Site Gateway

That the area within 30 metres of the intersection along Whitelaw Road and within 50 metres of the intersection along Paisley Road as measured along the streetline shall be used only for gateway, entryway, and landscaping purposes, acting as the "Landscaped Site Gateway".

Minimum Off-Street Parking

Notwithstanding Section 4.13 and Table 5.4.2, Row 14, the minimum required parking for apartments shall be 1.0 parking space per unit plus 0.1 spaces per unit for visitor parking. No additional parking spaces above the minimum shall be permitted unless such parking is located in a parking structure.

Off-Street Parking Location

A maximum of 10% of the parking may be permitted at grade, in surface parking areas.

Minimum Parking Space Dimensions

Notwithstanding Section 4.13.3.2.2, the minimum parking space dimensions for at grade and below grade spaces shall be 2.75 metres by 5.5 metres.

Holding Provision

Purpose: To ensure that development of the subject lands does not proceed until the following conditions have been met to the satisfaction of the City related to the subject development:

Conditions:

1. The completion of the design and reconstruction of Whitelaw Road including but not be limited to vertical grade changes, curb/gutter, boulevard, municipal services and sidewalk.
2. That the Owner complete an Energy Strategy Report that shows how the proposed development addresses the City's Community Energy Initiative, to the satisfaction of the General Manager of Planning and Building Services.

R.4A-55(H) (Specialized Apartment Zone) with a Holding Provision

Permitted Uses

Despite Section 5.4.1.2., the following Uses shall be permitted

- Apartment building
- Cluster Townhouse in accordance with Section 5.3, and Section (Specialized Townhouse R.3A-66 Regulations) of this bylaw.
- Stacked Townhouse in accordance with Section 5.3, and Section (Specialized Townhouse R.3A-66 Regulations) of this bylaw.
- Back to Back Townhouse in accordance with Section 5.3, and Section (Specialized Townhouse R.3A-66 Regulations) of this bylaw.
- Stacked Back to Back Townhouse in accordance with Section 5.3, and Section (Specialized Townhouse R.3A-66 Regulations) of this bylaw
- Home Occupation in accordance with Section 4.19
- Accessory Uses in accordance with Section 4.23

The following definitions shall apply in the R.4A-55 Zone:

“Back-to-Back Townhouse”: means a Building where each Dwelling Unit is divided vertically by common walls, including a common rear wall and common side wall, and has an independent entrance to the Dwelling Unit from the outside accessed through the Front Yard, Side Yard or Exterior Side Yard and does not have a Rear Yard.

“Stacked Back-to-Back Townhouse”: means a Building where each Dwelling Unit is divided vertically by common walls, including a common rear wall and common side wall, and stacked vertically, one unit over another. Each unit has an independent entrance to the Dwelling Unit from the outside accessed through the Front Yard, Side Yard or Exterior Side Yard and does not have a Rear Yard.

Regulations

Maximum Building Height

Notwithstanding Table 5.4.2 Row 10, the maximum height for apartment buildings shall be 6 storeys.

Maximum Building Length

The maximum length of an apartment building shall be 60 metres.

Minimum Stepback of Upper Storeys of Apartment Buildings

The adjacent wall of any apartment building facing Whitelaw Road shall be stepped back an additional 1.5 metres above the fourth floor.

Minimum Distance between Buildings

Notwithstanding Sections 5.4.2.2 and Table 5.4.2, Row 11, the minimum distance between apartment buildings shall be 15 metres, and a minimum distance of 10 metres shall be required between any apartment building and townhouse building.

Minimum Off-Street Parking

Notwithstanding Section 4.13 and Table 5.4.2, Row 14, the minimum required parking for apartment units shall be 1.0 parking space per unit plus 0.1 spaces per unit for visitor parking. No additional parking spaces above the minimum shall be permitted unless such parking is located in a parking structure.

Notwithstanding Section 4.13 and Table 5.3.2, Row 16, the minimum required parking for townhouse units shall be 1.0 parking space per unit plus 0.2 spaces per unit for visitor parking.

Off-Street Parking Location

A maximum of 10% of required parking for apartment units may be permitted at grade, in surface parking areas.

Minimum Parking Space Dimensions

Notwithstanding Section 4.13.3.2.2, the minimum parking space dimensions for at grade and below grade spaces shall be 2.75 metres by 5.5 metres.

Maximum Front Yard

The maximum front yard for buildings located adjacent to Whitelaw Road shall be 6 metres.

Minimum Rear Yard

Notwithstanding Table 5.4.2, Row 9, the minimum rear yard shall be 10 metres, measured from the westerly property line.

Minimum Side Yard

Notwithstanding Table 5.4.2, Row 8, the minimum side yard shall be 3 metres.

Holding Provision

Purpose: To ensure that development of the subject lands does not proceed until the following conditions have been met to the satisfaction of the City related to the subject development:

Conditions:

1. The completion of the design and reconstruction of Whitelaw Road including but not be limited to vertical grade changes, curb/gutter, boulevard, municipal services and sidewalk.
2. That the Owner complete an Energy Strategy Report that shows how the proposed development addresses the City's Community Energy Initiative, to the satisfaction of the General Manager of Planning and Building Services.

R.3A-66(H) (Specialized Cluster Townhouse Zone) with a Holding Provision

Permitted Uses

Notwithstanding 5.3.1.1, the following Uses shall be permitted:

- Cluster Townhouse
- Stacked Townhouse
- Back to Back Townhouse
- Stacked Back to Back Townhouse
- Home Occupation in accordance with Section 4.19
- Accessory Uses in accordance with Section 4.23

The following definitions shall apply in the R.3A-66 Zone:

"Back-to-Back Townhouse": means a Building where each Dwelling Unit is divided vertically by common walls, including a common rear wall and common side wall, and has an independent entrance to the Dwelling Unit from the outside accessed through the Front Yard, Side Yard or Exterior Side Yard and does not have a Rear Yard.

"Stacked Back-to-Back Townhouse": means a Building where each Dwelling Unit is divided vertically by common walls, including a common rear wall and common side wall, and stacked vertically, one unit over another. Each unit has an independent entrance to the Dwelling Unit from the outside accessed through the Front Yard, Side Yard or Exterior Side Yard and does not have a Rear Yard.

Regulations

Maximum Density

Notwithstanding 5.3.2.6 and Table 5.3.2 Row 20, the maximum density for all permitted Townhouses shall be a total of 80 units per hectare.

Minimum Lot Area per Dwelling Unit

Notwithstanding Table 5.3.2 Row 3, minimum lot area per dwelling unit shall be 120 square metres.

Maximum Building Height

Notwithstanding Table 5.3.2 Row 9, maximum building height shall be 4.0 storeys, and in accordance with Section 4.16 and 4.18

Maximum Building Length

The maximum building length for all types of Townhouse blocks shall be 56 metres.

Minimum Distance between Buildings

Notwithstanding 5.3.2.3 and Table 5.3.2, Row 10 Minimum distance between Townhouse buildings shall be 5 metres, and 10 metres between any Apartment building and Townhouse building.

Maximum Front Yard

The maximum front yard setback for buildings located adjacent to Whitelaw Road shall be 6 metres.

Minimum Rear Yard

Notwithstanding Section 5.3.2.2 and Table 5.3.2, Row 10, the minimum rear yard shall be 10 metres, measured from the westerly property line.

Minimum Side Yard

Notwithstanding Table 5.4.2, Row 8, the minimum side yard shall be 3 metres.

Minimum Off-Street Parking

Notwithstanding Section 4.13 and Table 5.3.2 Row 16, the minimum required parking for shall be 1.0 parking spaces per unit plus 0.2 spaces per unit for visitor parking.

Minimum Unit Width

The minimum unit width for a Back to Back Stacked Townhouse unit with an integrated attached Garage is 7 metres.

Holding Provision

Purpose: To ensure that development of the subject lands does not proceed until the following conditions have been met to the satisfaction of the City related to the subject development:

Conditions:

1. The completion of the design and reconstruction of Whitelaw Road including but not be limited to vertical grade changes, curb/gutter, boulevard, municipal services and sidewalk.
2. That the Owner complete an Energy Strategy Report that shows how the proposed development addresses the City's Community Energy Initiative, to the satisfaction of the General Manager of Planning and Building Services.

P.1 (Conservation Lands) Zone

In accordance with Section 9 of Zoning By-law Number (1995)-14864

P.2 (Neighbourhood Park) Zone

In accordance with Section 9 of Zoning By-law Number (1995)-14864

3B - Proposed Conditions of Site Plan Approval:

The following conditions are provided as information to Council and will be imposed through site plan approval, pursuant to Section 41 of the Planning Act.

1. That the Owner 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 final development concept plan attached in Attachment 7 of the February 10, 2020 Planning Recommendation Report IDE-2020-13;
2. A pedestrian level wind study will be required for all buildings six storeys in height and higher, with a terms of reference first approved by the General Manager of Planning and Building in accordance with the City's Pedestrian Level Wind Studies Terms of Reference.

3B: Proposed Conditions of Site Plan Approval continued

3. Prior to the issuance of site plan approval, the Owner shall provide the City with written confirmation that the building(s) on the subject site will be constructed to a standard that implements the energy efficiency measures in the approved "Energy Strategy Report" for the subject site to support the Community Energy Initiative to the satisfaction of the General Manager of Planning and Building Services.
4. The Owner acknowledges and agrees that ensuring the suitability of the land from an environmental engineering perspective, for the proposed use(s) is the responsibility of the Developer/Landowner.
5. 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 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;
- b. Noise Report shall be submitted and shall be completed in accordance with the City's noise guidelines.
 - c. a grading, drainage and servicing plan prepared by a Professional Engineer for the site;
 - d. a 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. a construction traffic access and control plan for all phases of servicing and building construction;
 - f. salt management plan in accordance with the Grand River Source Protection Policy CG-CW-29.
6. The Owner 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 5 a) to 5 f) inclusive.
 7. The Owner shall obtain a site alteration permit in accordance with City By-law (2016)-20097 to the satisfaction of the General Manager/City Engineer if grading or earthworks is to occur prior to site plan approval.
 8. Prior to any construction or grading on the lands, the Owner shall construct, install and maintain erosion and sediment control facilities, satisfactory to the General Manager/City Engineer, in accordance with a plan that has been submitted to and approved by the General Manager/City Engineer. Furthermore, the Owner shall provide a qualified environmental inspector, satisfactory to the General Manager/City Engineer, to inspect the site during all phases of development and construction including grading, servicing and building construction. The environmental inspector shall monitor and inspect the erosion and sediment control measures and procedures on a weekly or more frequent basis if required. The environmental inspector shall report on his or her findings to the City on a monthly or more frequent basis.

3B: Proposed Conditions of Site Plan Approval continued

9. The Owner shall stabilize all disturbed soil within 90 days of being disturbed, control all noxious weeds and keep ground cover to a maximum height of 150 mm (6 inches).
10. The Owner 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 be borne by the Owner.
11. The Owner shall pay to the City the actual cost of the construction of the new driveway entrances and required curb cut and/or curb fill. Furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Owner shall pay to the City, the estimated cost as determined by the General

Manager/City Engineer of the construction of the new driveway entrances and required curb cut and/or curb fill.

12. The Owner shall pay to the City the actual cost of construction of municipal services within the City's right-of-way including such items as sanitary, water and storm laterals, driveways, curb cuts and/or curb fills, sidewalk. Prior to approval of the plans, the Owner shall pay to the City the estimated cost of the construction of municipal services as determined by the General Manager/City Engineer.
13. The Owner agrees, prior to final site plan approval, to grant any necessary servicing easements in favour of the adjacent lands currently using or draining into the existing watermain, sanitary and storm sewer.
14. The Owner 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.
15. The Owner shall ensure that any private water supply wells, boreholes, monitoring wells and septic systems are decommissioned in accordance with O. Reg. 903.
16. The Owner shall confirm that the basements will have a minimum 0.5metre separation from the seasonal high groundwater elevation in accordance with Development Engineering Manual.
17. The Owner shall construct the new buildings at such an elevation that the lowest level of the buildings can be serviced with a gravity connection to the sanitary sewer
18. The Owner shall submit a report prepared by a Professional Engineer to the satisfaction of the Chief Building Official certifying that all fill placed below proposed building locations has adequate structural capacity to support the proposed building. All fill placed within the allowable Zoning By-law envelope for building construction shall be certified to a maximum distance of 30 metres from the street line. This report shall include the following information; lot number, depth of fill, top elevation of fill and the area approved for building construction from the street line.

3B: Proposed Conditions of Site Plan Approval continued

19. The Owner shall submit a report prepared by a Professional Engineer to the satisfaction of the Chief Building Official providing an opinion on the presence of soil gases (Radon and Methane) in the plan in accordance with applicable provisions contained in the Ontario Building Code.
20. The Owner shall enter into an agreement with the City, to be registered on title, satisfactory to the City Solicitor which includes all requirements, financial and otherwise to the satisfaction of the City of Guelph.
21. The Owner shall obtain approval of the General Manager/City Engineer with respect to the availability of adequate water supply and sewage treatment capacity.

22. The Owner shall submit a Noise impact study report in accordance with Guelph Noise Control Guidelines to the satisfaction of the General Manager /City Engineer.
23. The Owner shall service, grade, develop and maintain the site in accordance with the plans that have been approved by the City through the site plan approval. The Owner shall have the Professional Engineer who designed the servicing certify to the City that they supervised the construction of the servicing and that the as-built servicing is functioning properly as designed. The Owner shall have the Professional Engineer who designed the site grading and drainage submit an as-built grading and drainage plan to the City.
24. The Owner shall place, or agree to place, the following notifications in all offers of purchase and sale for all lots and/or dwelling units and agrees that these same notifications shall be placed in the agreement to be registered on title:
 - a. "Purchasers and/or tenants of all lots or units are advised that sump pumps will be required for every lot unless a gravity outlet for the foundation drain can be provided on the lot in accordance with a certified design by a Professional Engineer."
 - b. "Purchasers and/or tenants of all lots or units are advised that if any fee has been paid by the purchaser to the Owner for the planting of trees on City boulevards in front of residential units does not obligate the City or guarantee that a tree will be planted on the boulevard in front or on the side of a particular residential dwelling. The City shall not provide regular maintenance for trees planted on private property save and except any maintenance conducted pursuant to section 62 of the Municipal Act, 2001, c.25, as amended, and purchasers of all lots or units shall be obligated to maintain any tree on private property in accordance with and pursuant to the City of Guelph's Property Standards By-law (2000)-16454, as amended."
 - c. "Purchasers and/or tenants of all lots or units, are advised prior to the completion of home sales, of the time frame during which construction activities may occur, and the potential for residents to be inconvenienced by construction activities such as noise, dust, dirt, debris, drainage and construction traffic."
 - d. "Purchasers and/or tenants of all lots or units are advised that on-street parking restrictions may apply to the street fronting their property."

3B: Proposed Conditions of Site Plan Approval continued

25. The Owner shall provide the City with a drainage certificate from an Ontario Land Surveyor or a Professional Engineer certifying that the fine grading and sodding/vegetation of the site is complete and that the elevation of the building foundation(s) and the grading of the site is in conformity with the approved grading and drainage plan. Any variance from the approved plans has received the prior approval of the City Engineer.
26. The Owner shall have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system, and that the storm water management system was approved by the City and that it is functioning properly.

27. The Owner shall provide the City with a certificate from a Professional Engineer certifying that the sanitary sewers, building drains, building sewers, building storm drains, building storm sewers, watermains, water distribution system, hydrants, catchbasins, roadways, driveways, parking areas and sidewalks that are to become part of the common facilities and areas, are in good repair, free from defects and functioning properly.
28. The Owner to provide assurance of proper operation and maintenance of the Stormwater management facility, and oil-grit-separator (OGS) unit(s) through site plan agreement and condominium declaration.
29. The Owner agrees to provide assurance of proper operation and maintenance of the infiltration galleries through site plan agreement and condominium declaration.
30. The Owner agrees to maintain log for perpetual cleaning / maintenance of oil-grit-separator (OGS) unit(s), Stormwater management facility, and infiltration galleries and agrees to submit the maintenance log for audit purposes to the City and other agencies upon request through site plan agreement and condominium declaration.
31. All applications for a building permit shall be accompanied by a plot plan that shows that the proposed building, grading and drainage is in conformance with the approved overall site drainage and grading plan.
32. The Owner shall retain a Professional Engineer, licensed in the Province of Ontario, to prepare an on-site engineering works cost estimate using the City's template. The estimate is to be certified by the Professional Engineer. The Owner shall provide the City with cash or letter of credit security for the on-site engineering works in an amount satisfactory to the City. The Owner shall pay the engineering on-site works inspection fee to the satisfaction of the City.

3B: Proposed Conditions of Site Plan Approval continued

33. The owner shall incorporate transportation demand management measures that will ensure on-site parking is utilized to its maximum efficiency.
34. The owner shall include a City "Gateway Feature" near the westerly boundary of the site along Paisley Road, to identify the entrance into the City, to the satisfaction of the General Manager of Planning and Building Services.
35. The Developer shall dedicate the lands identified as a neighbourhood park in the final site concept in Attachment 8 of Report IDE 2020-13 for park purposes to the satisfaction of the City, pursuant to s. 42 of the Planning Act and in accordance to the City's Parkland Dedication By-law (2019)-20366 as amended by (2019)-20380 or any successor thereof, prior to site plan approval.
36. The Developer shall be responsible for the cost of design and development of the Basic Park Development as per the City of Guelph current "Specifications for Parkland Development", which includes clearing, grubbing, topsoiling, grading, sodding and any required servicing including water, storm, sanitary and hydro for any phase containing a Park block to the satisfaction of the Deputy CAO of Public Services. The Developer shall provide the City with cash or letter of credit to cover the City approved estimate for the cost of development of the Basic

Park Development for the Park Block to the satisfaction of the Deputy CAO of Public Services.

37. The Developer shall be responsible for the cost of design and development of the demarcation of all lands conveyed to the City in accordance with the City of Guelph Property Demarcation Policy. This shall include the submission of drawings and the administration of the construction contract up to the end of the warrantee period completed by an Ontario Association of Landscape Architect (OALA) member for approval to the satisfaction of the Deputy CAO of Public Services. The Developer shall provide the City with cash or letter of credit to cover the City approved estimate for the cost of development of the demarcation for the City lands to the satisfaction of the Deputy CAO of Public Services.
38. The Developer shall be responsible for the cost of design and construction of the Pedestrian Trail System for the trail as per City's current trail standards as outlined in the Local Service Policy under City's Development Charges Bylaw, to the satisfaction of the Deputy CAO of Public Services. This shall include obtaining any required permits, submitting drawings for approval, identifying the trail system and trail design details. This shall include the submission of drawings completed by Ontario Association of Landscape Architects (OALA) full member with seal for approval to the satisfaction of the Deputy CAO of Public Services. The Developer shall provide the City with cash or letter of credit to cover the City approved estimate for the cost of the 'trail development' to the satisfaction of the Deputy CAO of Public Services.
39. The Developer shall be responsible for the cost of design and implementation of the Open Space Works and Restoration in accordance with the "Environmental Implementation Report" to the satisfaction of the Deputy CAO of Public Services. This shall include the submission of drawings and the administration of the construction contract up to the end of the warrantee period completed by an Ontario Association of Landscape Architects (OALA) member for approval to the satisfaction of the Deputy CAO of Public Services. The Developer shall provide the City with cash or letter of credit to cover the City approved estimate for the cost of the Open Space works and restoration for the City lands to the satisfaction of the Deputy CAO of Public Services.

3B: Proposed Conditions of Site Plan Approval continued

40. The Developer shall provide The City with a digital file in either AutoCAD - DWG format or DXF format containing the following final approved information: parcel fabric, development layout and park design, grades/contours and landscaping.
41. Prior to grading and site alteration, the Developer shall prepare an Environmental Implementation Report (EIR) based on terms of reference approved by the City and Grand River Conservation Authority (GRCA). The EIR will provide details with respect to:
 - a. stormwater management and monthly wetland water balance mitigation;
 - b. on-going shallow groundwater monitoring in the vicinity of the wetland and a related monitoring program pre and post development; and
 - c. any other information required to address the Grand River Conservation Authority comments from their letter dated July 3, 2019.

42. The Developer shall complete a Tree Inventory, Preservation and Compensation Plan, satisfactory to the General Manager of Planning Services and in accordance with the City of Guelph Private Tree Protection By-law (2010)-19058 prior to any grading, tree removal or construction on the site.
43. The Developer will undertake on-going shallow groundwater monitoring in the vicinity of the wetland until shallow groundwater monitoring commences as part of the post-construction monitoring program.
44. The Developer shall implement all recommendations of the EIR to the satisfaction of the City and GRCA.
45. Prior to Site Plan Approval, the Developer shall prepare an Environmental Implementation Report (EIR) Addendum based on terms of reference approved by the City and Grand River Conservation Authority (GRCA). The EIR Addendum will provide details with respect to:
 - a. design details regarding servicing;
 - b. detailed tree management plans including a Landscaping, Replanting and Replacement Plan and detailed landscape plans (by an accredited landscape architect);
 - c. detailed habitat management plans including invasive species management, buffer enhancement/design and mitigation plans for wildlife habitat;
 - d. education and stewardship information and signage;
 - e. detailed mitigation plans to support the trail and detailed trail design (including any retaining walls and grading needed to accommodate the trail);

3B: Proposed Conditions of Site Plan Approval continued

- f. a salt management plan;
 - g. an ecological monitoring program that includes pre- and post-development monitoring, baseline data, identifies thresholds and associated measures; grading, drainage and erosion and sediment control plans;
 - h. any other information required to implement recommendations from the Environmental Impact Study (Natural Resource Solutions Inc. August 2018), Paisley Park Tree Inventory and Preservation Plan (Natural Resource Solutions Inc. May 2019), Paisley Park Environmental Impact Study – Addendum Letter: Impact Assessment on Hydrologic Function of the Wetland (Natural Resource Solutions Inc. May 29, 2019) and Paisley Park Environmental Impact Study – Addendum Letter 2: Impact Assessment on Hydrologic Function of the Wetland (Natural Resource Solutions Inc. October 2, 2019); and
 - i. any other information required to address the Grand River Conservation Authority comments from their letter dated July 3, 2019.
46. The Developer will undertake a post-development monitoring program as detailed in the EIR Addendum, including continuation of on-going shallow

groundwater monitoring, to the satisfaction of the General Manager of Planning and Building Services.

47. The Developer shall implement all recommendations of the EIR and EIR Addendum to the satisfaction of the City and GRCA.
48. Prior to Site Plan Approval or Site Plan Agreement, the Developer shall pay to the City, the total cost of reproduction and distribution of the Guelph Residents Environmental Handbook, to all future residents within the plan, with such payment based on a cost of one handbook per residential dwelling unit as determined by the City.
49. Prior to Site Plan Approval or Site Plan Agreement, the Developer shall provide the City with a letter of credit to cover the City approved cost estimate for the post-development monitoring program to the satisfaction of the General Manager of Planning and Building Services.
50. 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.
51. 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.

3B: Proposed Conditions of Site Plan Approval continued

52. That the developer agrees to provide the Upper Grand District School Board with digital files of the final site plans in either ARC/INFO export or DXF format containing parcel fabric and street network.
53. That the developer shall agree in the site plan agreement/condominium declaration that adequate sidewalks, lighting and snow removal (on sidewalks and walkways) is provided to allow children to walk safely to school or to a designated bus pickup point.
54. That the developer and the Upper Grand District School Board reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the permanent development sign advising prospective residents that students may be directed to schools outside the neighbourhood.
55. That the developer agrees in the site plan agreement/condominium declaration to advise purchasers of residential units and/or renters of same, by inserting the

following clause in all offers of Purchase and Sale/Lease, until such time a permanent school is assigned:

“Whereas the Upper Grand District School Board has designated this site as a Development Area for the purposes of school accommodation, and despite the best efforts of the Upper Grand District School Board, sufficient accommodations may not be available for all students anticipated from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may in future have to be transferred to another school.”

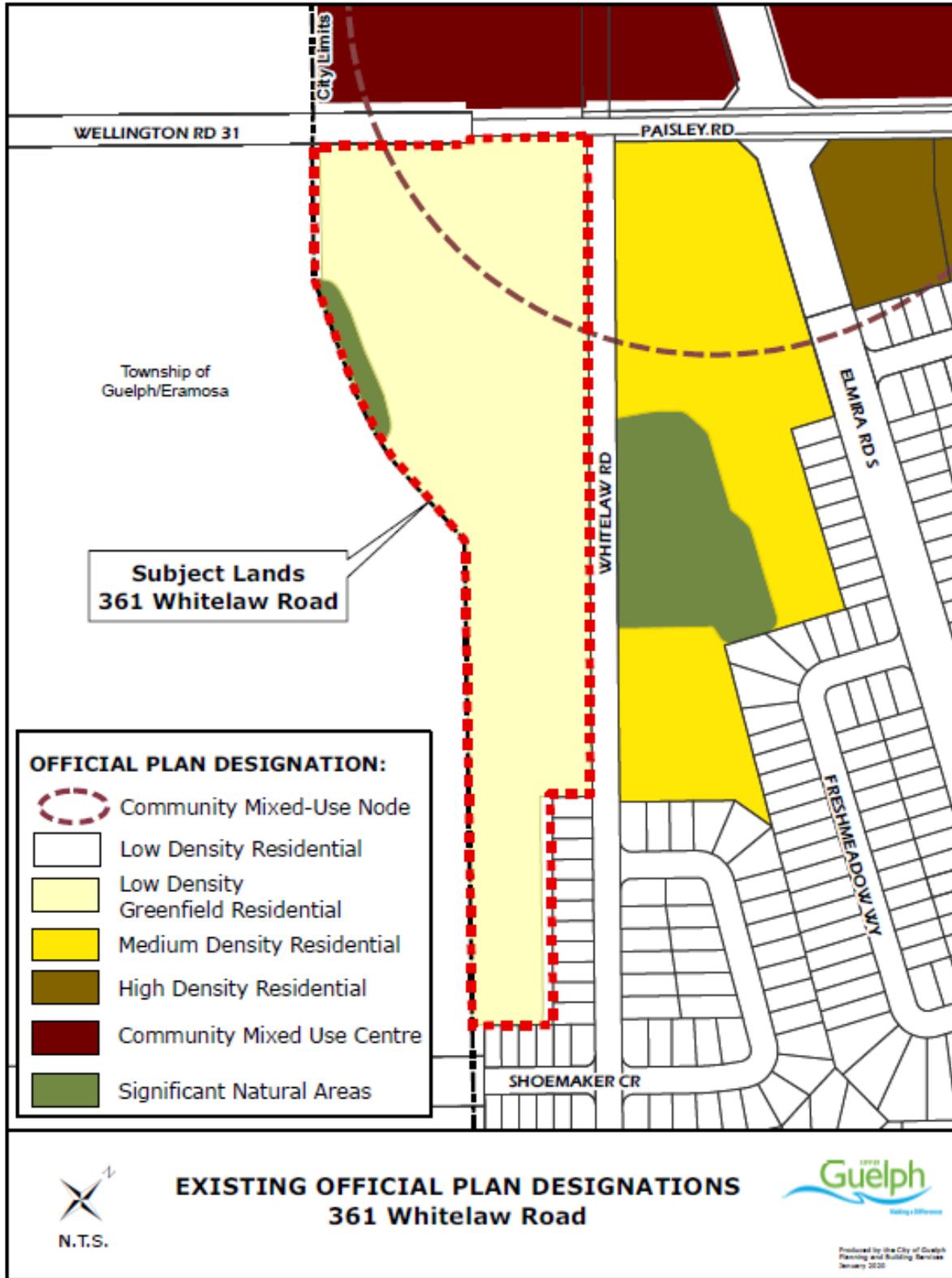
56. That the developer shall agree in the site plan agreement/condominium declaration to advise all purchasers or residential units and/or renters of same, by inserting the following clause in all offers of Purchase and Sale/Lease:

“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.”

57. The Owner shall make satisfactory arrangements with Guelph Hydro/Alectra Utilities and phone and cable providers for the servicing of the lands as well as provisions for any easements and/or rights-of-way for their plant.

58. The Owner shall make satisfactory arrangements with Union Gas for the servicing of the lands as well as provisions for any easements and/or right-of-way for their plant, prior to site plan approval and prior to any construction or grading on the lands.

Attachment 4: Existing Official Plan Land Use Designations and Policies



Attachment 4 (continued):

Official Plan Land Use Designations and Policies

9.3.1 General Policies

9.3.1.1 Development Criteria for Multi-Unit Residential Buildings and Intensification Proposals

The following criteria will be used to assess development proposals for multi-unit residential development within all residential designations and for intensification proposals within existing residential neighbourhoods. These criteria are to be applied in conjunction with the applicable Urban Design policies of this Plan.

1. Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.
2. Proposals for residential lot infill will be compatible with the general frontage of lots in the immediate vicinity.
3. The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.
4. Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections.
5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated.
6. That adequate municipal infrastructure, services and amenity areas for residents can be provided.
7. Surface parking and driveways shall be minimized.
8. Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.
9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.
10. The development addresses public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System, where applicable.
11. The conservation and integration of cultural heritage resources, including identified key public views can be achieved subject to the provisions of the Cultural Heritage Resources Section of this Plan.

Attachment 4 (continued):

Official Plan Land Use Designations and Policies

9.3.5 High Density Residential

The predominant use of land within the High Density Residential Designation shall be high density multiple unit residential building forms.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - a. multiple unit residential buildings generally in the form of apartments.

Height and Density

The minimum height is three (3) storeys and the maximum height is ten (10) storeys

The maximum net density is 150 units per hectare and not less than a minimum net density of 100 units per hectare.

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

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:
 - b. multiple unit residential buildings, such as townhouses and apartments.

Height and Density

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

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

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

9.7 Open Space and Parks

Open space and parks provide health, environmental, aesthetic and economic benefits that are important elements for a good quality of life. Lands designated Open Space and Parks are public or private areas where the predominant use or function is active or passive recreational activities, conservation management and other open space uses.

Objectives

- To develop a balanced distribution of open space, active and passive parkland and recreation facilities that meet the needs of all residents and are conveniently located, accessible and safe.
- To co-operate and partner with other public, quasi-public and private organizations in the provision of open space, trails and parks to maximize benefits to the community.
- To assist in protecting the City's urban forests, the Natural Heritage System and cultural heritage resources.

Policies

1. Where any land designated Open Space and Parks is under private ownership, this Plan does not imply that such land is open to the general public or that the land will be purchased by the City or any other public agency.
2. Where lands designated Open Space and Parks are in private ownership and a development application is made requesting a change to a land use other than Open Space and Parks, due consideration shall be given by Council to the following:
 - a. Council will consider the acquisition of the subject lands, having regard for the following:
 - a) the provision of adequate open space, parks and recreational areas, particularly in the vicinity of the subject lands;
 - b) the existence of cultural heritage resources or natural heritage features on the site;
 - c) the recreational service that is provided by the existing use and the benefits and costs accruing to the City through the public acquisition of the property;
 - d) the possibility of any other government agency purchasing or sharing in the purchase of the subject lands; and
 - e) the ability of the City to purchase the lands and the priority of the lands in relation to the City's overall open space and parks acquisition plan.
 - b. If acquisition of lands is not deemed appropriate, Council shall consider other arrangements to retain the lands in an Open Space and Parks designation by such means as management agreements or easements, where applicable.

Where the City or any other government agency does not wish to purchase the subject lands, and suitable alternative arrangements to secure the lands in an Open Space and Parks designation have not been derived, due consideration shall be given by Council to amending the Official Plan. When considering such amendments, the City may require a comprehensive study be conducted to

determine the most desirable function and use of the lands. In spite of the above, there is no public obligation either to redesignate or purchase any areas designated Open Space and Parks.

When developing major recreation facilities such as indoor swimming pools, arenas or major parks or open space areas, consideration shall be given to locating such facilities in association with major community shopping, educational or cultural facilities.

Where appropriate, the City may implement practices that naturalize portions of City parks and incorporate indigenous vegetation.

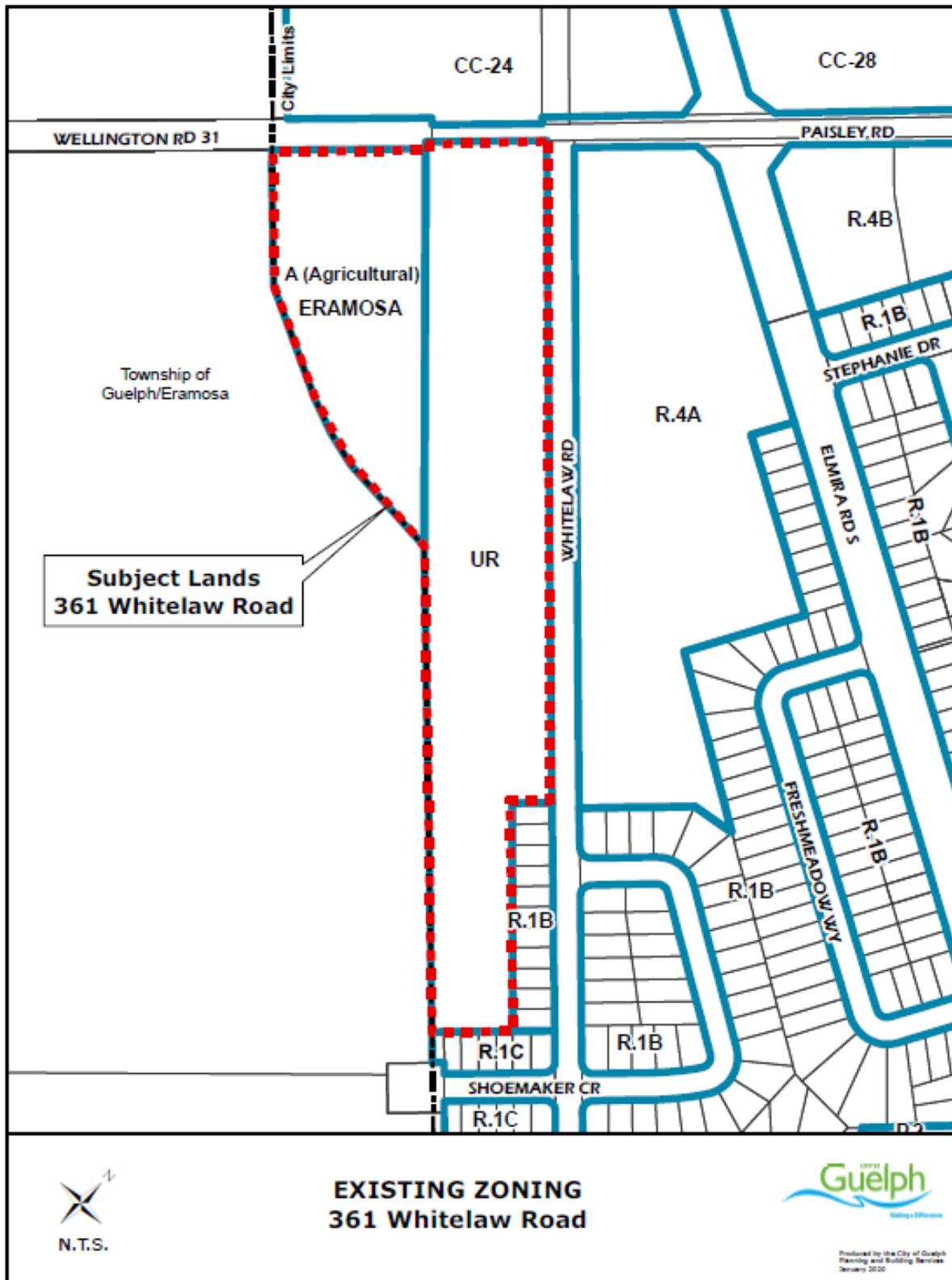
Permitted Uses

The following uses may be permitted in the Open Space and Parks designation, subject to the applicable provisions of this Plan:

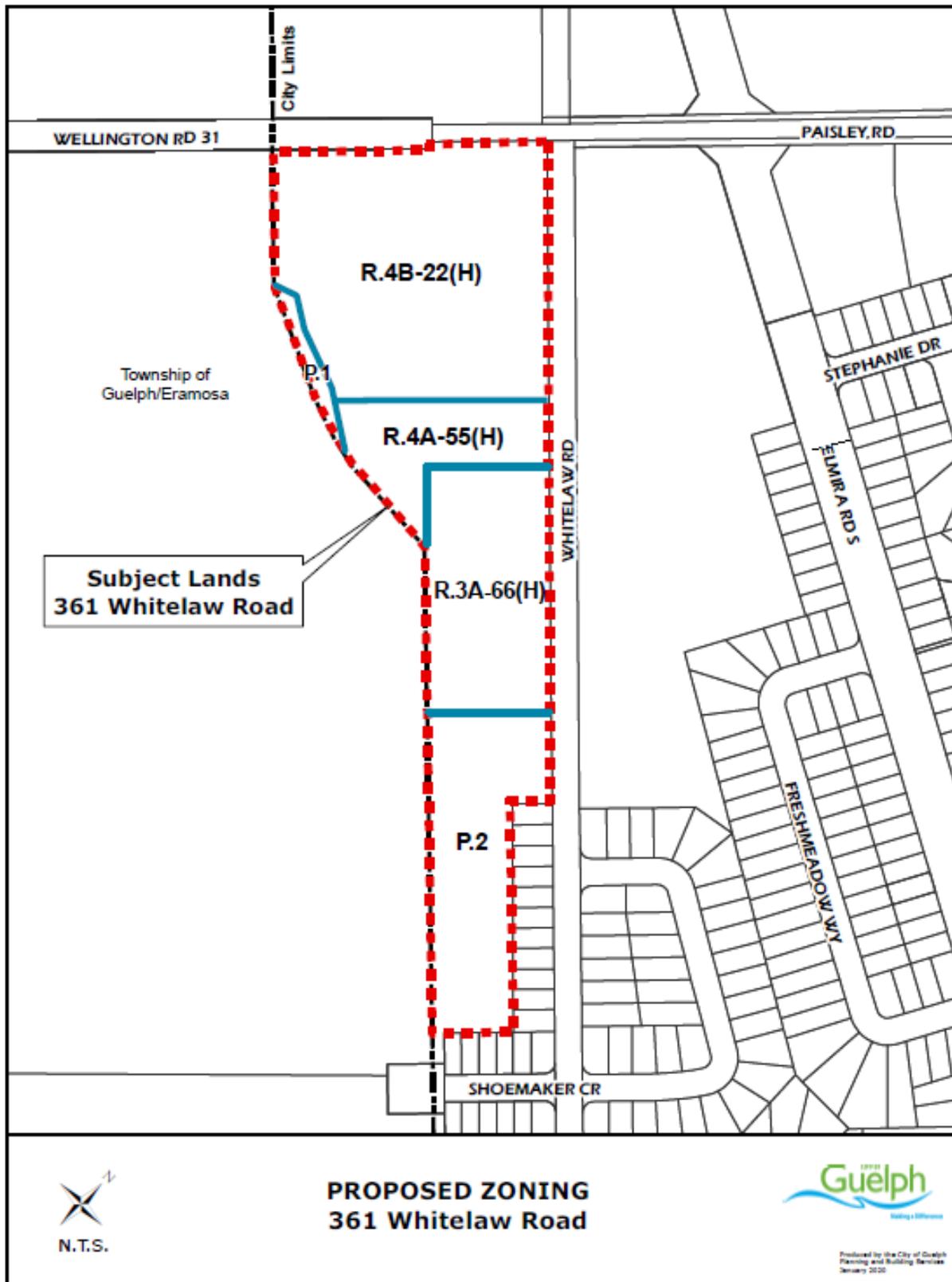
- a. public and private recreational uses and facilities;
- b. parks;
- c. golf courses;
- d. conservation lands;
- e. cemeteries; and
- f. complementary uses.

Complementary uses are uses that are normally associated with the main recreational use, are compatible with, and do not detract from or restrict, the primary function of the Open Space and Parks designation. Such complementary uses may include, but are not necessarily restricted to horticulture, restaurants, club houses, pro shops, public halls and other accessory buildings.

Attachment 5: Existing Zoning



Attachment 6: Proposed Zoning and Details



Attachment 6 (continued):

Proposed Zoning and Details

5-15

5.4 RESIDENTIAL *APARTMENT* (R.4) ZONES

5.4.1 PERMITTED USES

The following are permitted *Uses* within the Residential *Apartment* R.4 *Zones*:

17187 5.4.1.1

R.4A - General *Apartment* Zone

- *Apartment Building*
- *Nursing Home*
- *Home for the Aged*
- *Retirement Residential Facility*
- *Maisonette*

16595

- *Accessory Uses* in accordance with Section 4.23
- *Home Occupation* in accordance with Section 4.19.

5.4.1.2

R.4B - High Density *Apartment* Zone

- *Apartment Building*
- *Accessory Uses* in accordance with Section 4.23
- *Home Occupation* in accordance with Section 4.19.

17187 5.4.1.3

R.4C - Central Business District *Apartment* Zone

- *Apartment Building*
- *Nursing Home*
- *Home for the Aged*
- *Retirement Residential Facility*

16595

- *Accessory Uses* in accordance with Section 4.23
- *Home Occupation in accordance with Section 4.19.*

17187 5.4.1.4

R.4D - Infill *Apartment* Zone

The R.4D *Zone* shall only be utilized within the boundaries indicated on Defined Area Map Number 66 of Schedule "A" of this *By-law*. The R.4D *Zone* shall permit the following:

- *Apartment Building*
- *Nursing Home*
- *Home for the Aged*
- *Retirement Residential Facility*
- *Maisonette*

16595

- *Accessory Uses* in accordance with Section 4.23
- *Home Occupation* in accordance with Section 4.19.

Attachment 6 (continued):

Proposed Zoning and Details

5-16

5.4.2 REGULATIONS

Within the **Apartment R.4 Zones**, no land shall be **Used** and no **Building** or **Structure** shall be erected or **Used** except in conformity with the applicable regulations contained in Section 4 - General Provisions, the regulations set out in Table 5.4.2, and the following:

5.4.2.1 Minimum Side Yard - R.4A and R.4B Zones

Despite Row 8 of Table 5.4.2, where windows of a **Habitable Room** face on a **Side Yard**, such **Side Yard** shall have a minimum width of not less than 7.5 metres.

5.4.2.2 Minimum Distance Between Buildings- R.4A and R.4B Zones

Where two or more **Buildings** are located on any one **Lot**, the following regulations shall apply:

5.4.2.2.1 The distance between the face of one **Building** and the face of another **Building** either of which contains windows of **Habitable Rooms**, shall be one-half the total height of the two **Buildings**, and in no case less than 15 metres.

5.4.2.2.2 The distance between the faces of any two **Buildings** with no windows to **Habitable Rooms** shall be a minimum of 15 metres.

5.4.2.3 Minimum Distance Between Buildings - R.4C and R.4D Zones

Where two or more **Buildings** are located on any one **Lot**, the following regulations shall apply:

5.4.2.3.1 The distance between the faces of two **Buildings** which contain windows of **Habitable Rooms** shall be one-half the **Building Height** to a maximum of 30 metres and a minimum of 5 metres.

5.4.2.3.2 The distance between the faces of any two **Buildings** with no windows to **Habitable Rooms** shall be a minimum of 5 metres.

5.4.2.4 Minimum Common Amenity Area

5.4.2.4.1 An amount not less than 30 m² per dwelling unit for each unit up to 20. For each additional dwelling unit, not less than 20 m² of **Common Amenity Area** shall be provided and aggregated into areas of not less than 50 m².

5.4.2.4.2 **Amenity Areas** shall be designed and located so that the length does not exceed 4 times the width.

Attachment 6 (continued):

Proposed Zoning and Details

5-17

- 5.4.2.4.3 A **Common Amenity Area** shall be located in any **Yard** other than the required **Front Yard** or required **Exterior Side Yard**.
- 5.4.2.4.4 **Landscaped Open Space** areas, **Building** roof tops, patios, and above ground decks may be included as part of the **Common Amenity Area** if recreational facilities are provided and maintained (e.g. swimming pools, tennis courts, lounges, and landscaped areas).
- 5.4.2.5 Additional **Building** Regulations - R.4B Zone
- 5.4.2.5.1 Despite Row 10 of Table 5.4.2, properties **Zoned** R.4B or specialized R.4B as defined by this **By-law** within the "Older Built-Up Area Outside the CBD" as indicated on Defined Area Map Number 68 shall have a maximum **Building Height** of 6 **Storeys** and shall be in accordance with Sections 4.16 and 4.18.
- 5.4.2.5.2 Properties **Zoned** R.4B or specialized R.4B as defined by this **By-law** within the "Older Built-Up Area Outside the CBD" as indicated on Defined Area Map Number 68 shall use the R.4C **Zone** regulations as specified in Table 5.4.2 for the following: minimum **Front** and **Exterior Side Yard**, minimum **Side Yard**, minimum **Rear Yard**, minimum distance between **Buildings**, minimum **Common Amenity Area**, minimum **Landscaped Open Space**, and **Floor Space Index** (F.S.I.).

Attachment 6 (continued): Proposed Zoning and Details

5-18

TABLE 5.4.2 - REGULATIONS GOVERNING R.4 ZONES

Row 1	Residential Type	General <i>Apartment</i>	High Density <i>Apartment</i>	Central Business District <i>Apartment</i>	Infill <i>Apartment</i>
2	Zones	R.4A	R.4B	R.4C	R.4D
3	Minimum <i>Lot Area</i>	650 m ²			
4	Minimum <i>Lot Frontage</i>	15 metres			
5	Maximum Density (units/ha)	100	150	200	100
6	Minimum <i>Front and Exterior Side Yard</i>	6 metres and as set out in Section 4.24.		3 metres and in accordance with Section 4.24.	
7	Maximum <i>Front and Exterior Side Yard</i>	-----		6 metres	
8	Minimum <i>Side Yard</i>	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 <i>Rear Yard</i>	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.			

Attachment 6 (continued): Proposed Zoning and Details

17187, 19691 **TABLE 5.3.2 - REGULATIONS GOVERNING R.3 ZONES**

Row 1	Residential Type	R.3A Zone Cluster Townhouse	R.3A Zone Stacked Townhouse	R.3B Zone On-Street-Townhouse
2	Minimum Lot Area	800 m ²	1,000 m ²	180 m ²
3	Minimum Lot Area Per Dwelling Unit	270 m ²	150 m ²	180 m ²
4	Minimum Lot Frontage	18 metres	18 metres	6 metres
5	Minimum Front Yard	6 metres and as set out in Section 4.24 and 5.3.2.7.		
5a	Minimum Exterior Side Yard	4.5 metres and in accordance with Sections 4.24, 4.28 and 5.3.2.7		
6	Minimum Side Yard	See Section 5.3.2.2.		1.5m from the side of the <i>Building</i> .
7	Minimum Rear Yard	See Section 5.3.2.2.		7.5 metres
8	Maximum Building Coverage (% of Lot Area)	30	40	50
9	Maximum Building Height	3 Storeys and in accordance with Sections 4.16 and 4.18.		
10	Minimum Distance Between Buildings	See Section 5.3.2.3		--
11	Minimum Common Amenity Area	See Section 5.3.2.4		--
12	Minimum Private Amenity Area	See Section 5.3.2.5		--
13	Minimum Landscaped Open Space (% of Lot Area)	40	40	35
14	Buffer Strip	Where an R.3 Zone abuts any other Residential Zone or any Institutional, Park, Wetland, or Urban Reserve Zone a Buffer Strip shall be provided. Buffer strips may be located in a required Side or Rear Yard.		
15	Fences	In accordance with Section 4.20.		
16	Off-Street Parking	In accordance with Section 4.13.		
17	Accessory Buildings or Structures	In accordance with Section 4.5.		
18	Maximum Number of Dwelling Units in a Row	12. Despite the preceding, where units are adjacent to a public Street, the maximum number of Dwelling Units in a row shall be 8.		8
19	Garbage, Refuse Storage and Composters	In accordance with Section 4.9.		
20	Maximum Density of Site	See Section 5.3.2.6		----
21	Maximum Driveway (Residential) width R.3B Zone On-Street Townhouses			See Section 4.13.7.2.5

Attachment 6 (continued):

Proposed Zoning and Details

TABLE 9.2 - REGULATIONS GOVERNING THE P.2, P.3, P.4 AND P.5 ZONES

Row	Park Zones	Neighbourhood (P.2) Park	Community (P.3) Park	Regional (P.4) Park	Commercial Recreation (P.5) Park
1					
2	Minimum Lot Area	----			1,200 m ²
3	Minimum Lot Frontage	50 metres. Despite this minimum, a Lot Frontage calculation formula of 1 metre of frontage for every 100 m ² of park space is required.			30 metres
4	Minimum Side and Rear Yard	7.5 metres.			
5	Minimum Front Yard	6 metres from the Street Line and as set out in Section 4.24.			
6	Off- Street Parking	In accordance with Section 4.13 and the following: Off- Street parking shall be a minimum of 7.5 metres from the Street Line .			In accordance with Section 4.13.
7	Off- Street Loading	In accordance with Section 4.14.			
8	Accessory Buildings or Structures	In accordance with Section 4.5.			
9	Fences	In accordance with Section 4.20. Despite the preceding, Sections 4.20.2 and 4.20.3 shall not apply to fence screens associated with Outdoor Sportsfield Facilities .			

**Attachment 7:
Original Site Concept Plan (August 2018)**



**Attachment 7:
First Revised Site Concept Plan (May 2019)**



Attachment 7: Recommended Proposed Site Concept Plan (December 2019)

Detail of the Proposed High Density Residential OP Designation and R.4B-22 Zone:



Attachment 7: Recommended Proposed Site Concept Plan (December 2019)

Detail of Proposed Open Space and Parks OP Designation and P.2 Zone:

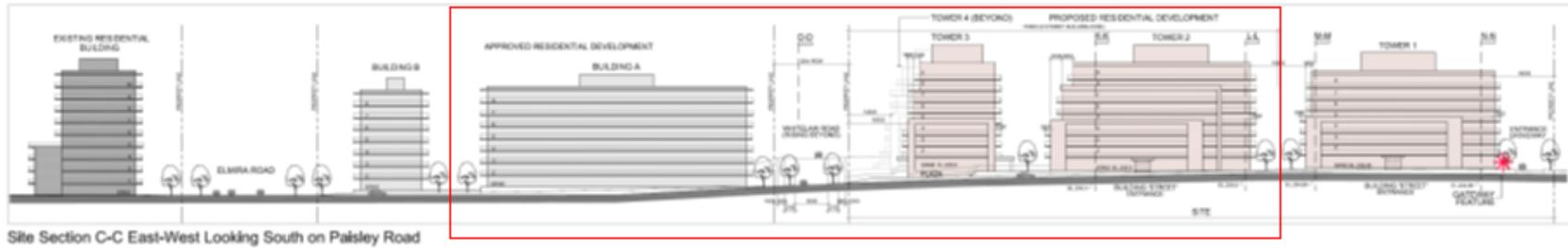


Attachment 8:
Conceptual Site Perspective (Aerial View from Paisley Road)

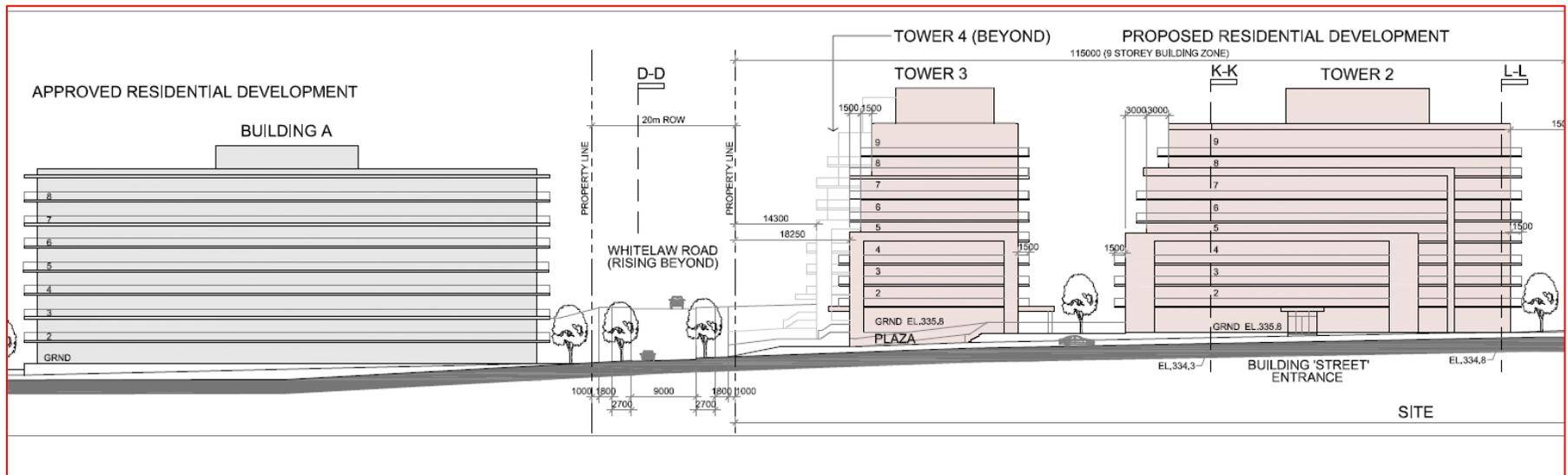


Attachment 8:

Cross-Section Comparing Height and Grade to Neighbouring Sites along Paisley Road



Detail Comparing Height and Grade across Whitelaw Road (close up of area highlighted in red above):



Attachment 10:

Staff Review and Planning Analysis

2014 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. It is issued under the authority of Section 3 of the Planning Act. As per section 4.2 of the PPS, all planning decisions shall be consistent with the PPS.

Managing and Directing Land Use

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 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, 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 and public health and safety concerns, as well as be cost-effective, efficiently using land and ensuring that the necessary infrastructure is in place to meet the projected needs [1.1.1 c), e), g)]. Development and land use patterns that conserve biodiversity and considers the impacts of climate change is to be promoted [1.1.1 h)].

Policy 1.1.3 requires development in settlement areas such as the City of Guelph to use land and resources wisely, considering opportunities for intensification and redevelopment as well as overall regeneration. 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 transit supportive and take into account existing building stock [1.1.3.1, 1.1.3.2 a), b), and 1.1.3.3].

Appropriate development standards are to be promoted that facilitate intensification and an overall compact built form, while mitigating risks to public health and safety [1.1.3.4].

Housing

For residential development, an appropriate range and mix of housing types and densities must be provided to meet projected requirements. This is to be achieved by promoting and facilitating redevelopment and all forms of intensification at appropriate and efficient densities given the area's context, and directing new housing to locations where appropriate levels of infrastructure and public services are and will be available to support anticipated needs [1.4.3 b), c), d)].

Section 9.3.1.1 of the Official Plan contains development standards for intensification, which will be discussed later in this analysis, together with City Urban Design guidelines that work together to ensure appropriate standards for development.

Sewage, Water and Stormwater

Section 1.6.6 of the PPS outlines policies for planning for sewage, water and stormwater services. The proposed development will be on full municipal services and Engineering staff have confirmed that adequate capacity is available to service the proposed development [1.6.6.2] (See Engineering staff comments in Attachment 11).

Natural Heritage

Natural heritage features, which are identified in the City's Natural Heritage System (NHS) in Schedule 4 of the Official Plan are to be protected for the long term [2.1.1]. This includes maintaining, restoring or improving the ecological function of the NHS and recognizing any linkages between and among surface water and ground water features [2.1.2]. The applicant has completed detailed stormwater, environmental impact and hydrogeological studies which has been reviewed by City environmental planning staff. Staff are satisfied that there will be no negative impact on the adjacent NHS.

In Planning staff's opinion, the proposed 678 residential development on the subject lands is consistent with the policies of the PPS. The proposal will develop lands partly within and adjacent to a Mixed Use Node with available services and transit and further add to the range and choice of housing options in the area. The residential development is compatible with the existing surrounding commercial and apartment zoned lands and a park is proposed to be located between the development and existing single detached dwellings. Adequate water and sanitary sewer capacity is available to service the development, and overall the proposed development will efficiently use existing infrastructure. The development will incorporate a stormwater management strategy that will have no negative impact on the adjacent natural heritage feature.

As the City's Official Plan is to be the main instrument for implementation of the PPS in Guelph [4.7], a more detailed review on how the proposed Official Plan amendment and Zoning By-law amendment are consistent with the above PPS policies as well as policies in the City's Official Plan will be outlined later in this analysis.

Provincial Growth Plan for the Greater Golden Horseshoe (A Place to Grow)

The Growth Plan for the Greater Golden Horseshoe, 2019 (the Growth Plan) is issued under the Places to Grow Act and works to support the achievement of complete communities, manage forecasted population and employment growth, protect the natural environment, and support economic development. While the PPS as outlined above provides policy direction on matters of provincial interest, the Growth Plan provides more specific policy direction for development within the Greater Golden Horseshoe area.

The current Growth Plan came into effect on May 16, 2019 and applies to any decisions on planning matters made on or after this date. The Growth Plan builds on other provincial initiatives and policies and provides a framework to manage and

guide decisions on growth through building compact, vibrant and complete communities.

The policies of the Growth Plan focus on the key themes of building more compact and vibrant communities; directing a significant share of new growth to existing built-up areas of the City; promoting the development of transit-supportive densities and the use of active transportation methods; and creating complete communities through ensuring a healthy mix of residential, employment and recreational land uses.

Specifically applicable to this site are Section 2.2.1 of the Growth Plan, which focuses on managing growth and the achievement of complete communities, together with Section 2.2.6 on housing and Section 2.2.7 regarding Designated Greenfield Areas (DGAs). These sections contain policies related to intensification, the creation of complete communities and efficient use of public services.

In Planning staff's opinion, the proposed Official Plan and Zoning By-law amendments conform to the policies within these sections. The subject lands are located within the City's DGA, where the minimum density is required to be 50 people and jobs per hectare. The residential development portion of the site is proposed to have an overall density of 121 units per hectare, which will contribute to the City's greenfield density target and creates a compact and efficient urban form. The site contributes to the creation of complete communities by providing a mix of housing types, townhouses and apartments, together with a neighbourhood park and trail, partly within and adjacent to a mixed use commercial node with convenient and walkable access to local stores, services and public service facilities, as well as transit. The proposed development further contributes to the mix of land uses in the surrounding area and the location and site density will make efficient use of existing municipal infrastructure and public services. For these reasons, Planning staff are of the opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with and conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Official Plan

The subject lands are designated "Low Density Greenfield Residential" with a small portion of the westerly edge of the site designated as "Significant Natural Area" that is the edge of the buffer to an adjacent wetland and woodlot to the west situated in the Township of Guelph-Eramosa. The northeast portion of the site, closest to the intersection of Paisley Road and Whitelaw Road is part of the Paisley/Imperial Community Mixed Use Node (see Attachment 4 for more information).

The applicant has proposed to change the Official Plan Designation on the site from the "Low Density Greenfield Residential" to "High Density Residential" on the northerly portion of the site, "Medium Density Residential" on the middle portion of the site, and "Open Space and Parks" on the southerly portion of the site, as shown in the proposed Official Plan map in Attachment 2. The small westerly portion of the site designated as Natural Heritage feature is proposed to remain, though the exact boundary of this portion has shifted slightly based on technical information provided in the Environmental Impact Study that reflects the actual buffer to the natural

heritage feature. The proposal meets the criteria of the individual designations as follows:

Proposed High Density Residential Designation

The High Density Residential Designation is meant to be predominantly high density apartment buildings. The net density of development in this designation should be between 100 and 150 units per hectare, together with a height range of between 3 and 10 storeys.

The applicant has proposed a total of 445 apartment units in the High Density Residential designation with a density of 150 units per hectare. Four apartment buildings are proposed in this designation. The two closest to the intersection of Whitelaw Road and Paisley Road are both proposed to be 9 storeys in height and contain 120 apartment units each. The two further from the intersection, along Paisley Road and Whitelaw Road respectively, are proposed to be 8 storeys high and contain 102 and 103 units respectively.

Proposed Medium Density Residential Designation

The Medium Density Residential land use designation permits multiple unit residential buildings such as townhouses and apartments. The net density of development within the "Medium Density Residential" designation is to be between 35 units per hectare and 100 units per hectare. The height of multiple unit residential buildings is to be between two (2) and six (6) stories.

The applicant has proposed a total of 233 residential units in this designation with a density of 88 units per hectare (based on an area of 2.644 ha). The two proposed apartment buildings in this designation are 5 storeys high and contain a total of 107 units. Also within the Medium Density Residential designation, the applicant has proposed 96 stacked, back-to-back townhouses and 30 stacked townhouses, each a maximum of four storeys high.

Proposed Open Space and Parks Designation

The Open Space and Parks designation is meant to develop a balanced distribution of open space, active and passive recreational spaces across the City and permits a range of public and private recreational uses including parks, golf courses, and conservation areas. A neighbourhood park is proposed in this designation on the south end of the site, approximately 1.4 hectares in size. The park would primarily be accessed from its Whitelaw Road frontage, though there is the opportunity in the future to pursue a secondary access from the park to the end of Shoemaker Crescent along the City/Township boundary.

Residential Development Policies

Section 9.3 of the Official Plan contains policies that apply to the residential land use designations. The proposed 678 unit apartment and townhouse development satisfies the residential objectives. This includes:

- Facilitating the development of a full range of housing types and densities to meet a diversity of lifestyles and the social needs and well-being of current and future residents throughout the City;

- Ensuring compatibility between various forms of housing and between residential and non-residential uses;
- Directing new residential development to areas where full municipal services and infrastructure is available and can be provided in an efficient and cost effective manner;
- Ensuring new development is compatible with surrounding land uses and the general character of neighbourhoods; and
- Ensuring new residential development is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling and transit.

Multi-Unit Residential Buildings Criteria

Specific to this proposal, Policy 9.3.1.1 identifies specific criteria to assess development proposals for Multi-Unit Residential Buildings, which are meant to be applied in conjunction with applicable OP Urban Design policies. These criteria are listed and evaluated below for both the proposed High and Medium Density portions of the site.

1. Building form, scale, height, setbacks, massing, appearance and siting are *compatible* in design, character and orientation with buildings in the immediate vicinity.

The site has been designed to be compatible with its surroundings by transitioning from high density apartments as part of the Community Mixed Use Node to medium density apartments, to medium density townhouse forms, to a neighbourhood park adjacent to the existing single detached dwellings to the south and east of the subject site.

The 8 and 9 storey apartments proposed within the High Density Residential Designation are mostly within the area on site identified within the Official Plan as being part of the Community Mixed Use Node. It is near expected future commercial uses across Paisley Road (to the south of the current Costco) and approved to be built 8 storey apartments along the south side of Paisley Road across Whitelaw Road. The height and scale of the proposed buildings, together with the site grade elevations, is illustrated in the site cross section shown in Attachment 9.

The massing and setbacks of the proposed high density apartment buildings have been refined and specialized regulations have been added to the proposed R.4B-22 Zone to ensure conformity. This includes specific building setbacks along Whitelaw Road to ensure the buildings are well-sited, back from the street enough to ensure they do not cause a shadow impact to the proposed buildings in the future development on the east side of Whitelaw and meet the 45 degree angular plane from the street existing zoning regulation. Also, there are required building stepbacks above the 4th and 7th storeys to taper the buildings back from the street to reduce the appearance of height and massing. The apartment buildings are also limited to 60 metres in length and 15 metres between buildings is required to ensure there is adequate space between them.

Multi-Unit Residential Buildings Criteria continued

The site design orients the apartment buildings along the streets, with a large open landscaped space near the intersection of Paisley Road and Whitelaw Road that acts as a landscaped gateway feature to the site and a main pedestrian access between the site and the rest of the mixed use node to the north and east of the site. Behind the buildings is large landscaped open space which is amenity area for the residents. The majority of the parking for this portion of the site is underground and all vehicular access and surface level parking and loading areas are behind the buildings.

The proposed Medium Density Residential portion of the site immediately to the south has two parts, first the proposed two, 5-storey apartment buildings in the proposed R.4A-55 Zone, creates a transition down from the higher apartment buildings, then the proposed stacked and stacked back-to-back townhouses at 3 and 4 storeys create another lower height and density of residential use before the proposed park and existing low density residential neighbourhood. The proposed 5 storey apartment buildings are across Whitelaw Road from the north end of the existing woodlot and the edge of the existing development site that is zoned R.4A which permits apartment buildings up to 8 storeys high. The building closest to Whitelaw Road is oriented to the street and the majority of parking is proposed to be underground. A setback to the buildings is required in the proposed zoning after the 4th storey along Whitelaw Road, as in the other apartment buildings to create consistency in the built form and massing.

The majority of the stacked, back-to-back townhouses proposed along Whitelaw Road are across from the existing woodlot, with the south end of the townhouse site across from a developable area zoned R.4A which also permits apartments up to 8 storeys high. The proposed park is 70 metres wide along Whitelaw Road and creates a large buffer and good transition area between the development and the existing neighbourhood.

2. Proposals for residential lot infill will be *compatible* with the general frontage of lots in the immediate vicinity.

This criteria does not directly relate to this development, as it refers to residential lot infill which is a different form of development that is not adjacent to the residential portions of this site.

3. The residential *development* can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.

This site is very well served by local shopping facilities as it is both within and immediately adjacent to the west end Community Mixed Use Node. A variety of retail and service uses currently existing within the node, as well as the West End Recreation Centre. Nearby schools include Taylor Evans PS on Stephanie Drive, St. Francis of Assisi CS on Imperial Road and Gateway PS on Gateway Drive. The site proposes the addition of a 1.4 hectare park fronting Whitelaw Road and there are existing nearby parks, including Whitelaw Gardens Park south of the site on Whitelaw Road, which is approximately 0.45 hectares in size and Elmira Park, Springdale Park and Stephanie Drive Park are also nearby and serve the current neighbourhood.

Multi-Unit Residential Buildings Criteria continued

4. Vehicular traffic generated from the proposed *development* will not have an unacceptable impact on the planned function of the adjacent roads and intersections.

The applicant submitted a Traffic Impact Study with their application and submitted additional traffic information with their revised submission in May 2019 that considered changes to the plan as well as addressed concerns raised related to traffic for the original submission. The Traffic Impact Study identifies that the development will require a westbound left turn lane on Paisley Road at the proposed Paisley site access. Also on Whitelaw Road a northbound left turn lane onto Paisley Road is recommended to increase the capacity of this intersection. Whitelaw Road is planned to be reconstructed along the length of this site and upgraded to an urban cross-section with curb/gutter and municipal sidewalks. The horizontal alignment will be lowered slightly as well to improve sightlines along this portion of the roadway. The redesign of Whitelaw Road, which is currently underway, will incorporate the recommended intersection improvements. City Transportation Engineering staff agree with the recommendations included in the Traffic Impact Study.

5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated.

Vehicular access to the site is via two entrances along Whitelaw Road and one entrance from Paisley Road. The Paisley Road access was added in the revised submission by the applicant to lessen the volume of traffic on Whitelaw Road from the high density apartment portion of the site on Whitelaw Road. All accesses are available to all portions of the site with a simple circulation pattern that runs behind the high density apartments and between the medium density apartments and townhouses.

Parking for the apartment units is predominantly underground with limited amounts of surface parking. A specialized regulation has been recommended by staff to require that no more than 10 percent of the required parking be permitted at grade, the rest must be provided for in structured below grade parking facilities. This requirement for limited at grade parking ensures the creation of a much larger open space between the apartment buildings and the natural area to the west of the City, and allowing for a better amenity area for residents, more open space for water infiltration and a better transition between the buildings and the natural features and rural areas to the west of the site. Parking for the townhouse is proposed to be in an at grade parking lot, though the final townhouse type could also incorporate garages if desired.

Parking ratios for the subject site are proposed to be specialized, based in part on the Parking Study that is part of the City's Comprehensive Zoning By-law Review. This was an independent objective study that surveyed parking use at peak periods on other similar size sites in Guelph as well as reviewed parking ratios required in other similar-sized municipalities. The applicant originally proposed lower parking ratios, but agreed to provide additional parking in line with the results of the

parking study. More detail about the proposed parking regulations are found in this planning analysis in the Zoning details section, starting on page 60 of this report.

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

Multi-Unit Residential Buildings Criteria continued

Engineering staff have reviewed the proposed applications and are satisfied that adequate municipal services are available. The Zoning would however be approved with a Holding provision that could be lifted once Whitelaw Road is reconstructed to ensure the site is built to match the final grades on the reconstructed road.

Services and amenities are available to future residents, with a nearby recreation centre, library, parks and schools. A new park and trail are proposed on site as well adding to the amenities of the neighbourhood.

7. Surface parking and driveways shall be minimized.

As noted in item 5 above, surface parking for the apartment buildings has been greatly reduced, with the majority of parking in underground structured parking. The three site accesses serve all the units, limiting the number of entrances onto the street.

8. *Development* shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.

Appropriate vehicular connections have been established with the three vehicular entrances to the site, two from Whitelaw Road and one from Paisley Road. Significant efforts have been made to ensure good pedestrian connections both through the site and to the public streets. Connections are available from all buildings along the street and between buildings for both the proposed apartment buildings and townhouse blocks. Closest to the corner of Paisley Road and Whitelaw Road, a large landscaped gateway feature acts as a key pedestrian entranceway to the site. A public trail is also proposed along the westerly side of the site, from Paisley Road to the proposed park on the south end of the site, and potential through the park out to Shoemaker Crescent in the future. This detail would be determined when Parks staff undertake detailed design of the park.

9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing. Engineering staff have reviewed the grading, drainage and proposed servicing and have not identified any issues related to impacts on adjacent properties. Similarly, a shadow study has been completed by the applicant that has met City requirements. The applicant has setback the 9 and 8 storey buildings on Whitelaw Road 18 and 14 metres respectively, to ensure that there is no shadow impact on the future development across Whitelaw Road. A pedestrian level wind study will be required in the site plan approval process (see Condition #2 in Attachment 3), because refined building design is needed to determine specific wind impacts and if mitigation is needed.

10. The *development* addresses public safety, identified *public views* and accessibility to open space, parks, trails and the Natural Heritage System, where applicable.

The development addresses public safety with the proposed buildings along the public streets with wide spaces between buildings to ensure safe pedestrian accesses. A large green space is situated between the apartment buildings and the natural area, with a public trail along the westerly side of the site to encourage pedestrian access through the site to the proposed park, while preserving views to the adjacent natural heritage lands to the west. The proposed park has been reviewed and supported by Parks Planning staff, and will provide additional public open space to both the residents of the proposed development and the existing neighbourhood.

11. The *conservation* and integration of *cultural heritage resources*, including identified key *public views* can be achieved subject to the provisions of the *Cultural Heritage Resources* Section of this Plan.

Archaeological Assessments were submitted as part of a complete application which identified of any description on the subject lands. In addition, the City's Senior Heritage Planner has reviewed the development proposal and did not identify any cultural heritage resource impacts from the development.

For the reasons stated above, Planning staff are satisfied that Policy 9.3.1.1 is satisfied by this development proposal.

Community Energy Initiative Update (2019) and Climate Change

Section 4.7 of the Official Plan contains policies on Community Energy. Policy 4.7.4.1 of the Official Plan indicates that the City will utilize the development approvals process, such as site plan control, to ensure that new residential development includes sustainable design features. In 2019 the City also updated the Community Energy Initiative with a major goal of increasing the number of NetZero Carbon homes in Guelph to 100% by 2050.

The site has the fundamental qualities needed to be energy efficient and more sustainable. It creates efficient compact urban form at relatively high density within walking distance to, and fundamentally a part of, the Community Mixed Use Node.

This Official Plan and Zoning By-law amendment does differ from others reviewed recently in that the applicant is the current owner, but does not plan to ultimately build the site, but rather sell the land to a builder once the site has approved zoning. For this reason, the applicant cannot provide the usual list of energy efficiency measures specific to their proposed future buildings.

In order to be consistent with the City's Community Energy Initiative the applicant has agreed to a Holding provision on the proposed residential zones that will require the future owner to complete an Energy Strategy Report and commit to incorporate specific energy efficiency features into their development that will contribute to the CEI before the zoning can be enacted. In this way, City staff can work with the future builder to determine exactly what energy efficiency measures can be taken on site based on their specific proposed site and building design.

City Gateways

Policy 8.4 of the Official Plan identifies criteria for City gateways or visually prominent sites at key entry points to the City. Paisley Road is considered a secondary entry point to the City at this location and a gateway feature at this entryway, into the Paisley/Imperial Community Mixed Use Node would be appropriate. The applicant has agreed to provide a City gateway feature on the westerly end of the site along Paisley Road. The exact form and design of the gateway feature will be determined in coordination with Planning Staff through the site plan review process. Condition #31 has been included in Attachment 3 to address this issue.

Urban Design

To achieve a complete community, the Official Plan contains policies regarding urban design that apply to all development. Several urban design objectives in the Official Plan apply to the proposed apartment development, including:

- To create neighbourhoods with diverse opportunities for living, working, learning and playing [8 a)];
- To build compact neighbourhoods that use land, energy, water and infrastructure in an efficient manner [8 b)]; and
- To allow for a range of architectural styles in urban form and design that appropriately respond to local context and achieve compatibility [8 i)].

To provide a detailed analysis of how the development proposal is consistent with and meets the City's urban design policies, the applicant submitted an Urban Design Brief and Shadow Study as part of their application.

The proposed development has responded to the City's Urban Design policies. Buildings have been designed to frame the street they are fronting. Servicing and off-street parking is screened from public view, with a significant amount of parking located underground for the apartment buildings and to the or to the rear and side of the proposed townhouse buildings. Both apartment and townhouse buildings have limited the length of buildings with specific limits in the proposed zoning regulations. Apartment buildings have also been designed with setbacks as they increase in height to reduce their visual impact. Further review and refinement of the urban design and site features will occur in through the site plan approval process.

Affordable Housing

The City's Affordable Housing Strategy (AHS) sets an annual City-wide 30% target for housing that is affordable with the goal of ensuring that affordable housing is included in the range and mix of housing provided for all households across the City. The goals and objectives of the AHS have also been incorporated into the Official Plan in Section 7.2 (Affordable Housing). These policies are intended to encourage and support the development of affordable housing throughout the city by planning for a range of housing types, forms, tenures and densities and have been applied to the review of this proposed residential development application.

Implementing the City's affordable housing target is largely dependent upon designating a suitable amount of land and density for residential use, including mixed use developments. There is a high correlation between the City's growth management policies and the ability to meet both growth management and affordable housing targets. Apartment and townhouse units represent the vast majority of residential units that are below the affordable benchmark price, as identified in the AHS.

The Planning Justification Report submitted by the applicant included statements with respect to housing affordability, indicating that the development proposal would accommodate a range of housing forms that include stacked townhouses and apartment units in proximity to City amenities and could accommodate a range of incomes.

The proposed development includes a total of 678 residential units consisting entirely of apartment and townhouse units. Based on these proposed housing forms, it is highly anticipated that this development will contribute to the achievement of the affordability housing targets set for the City. This actual contribution will be measured as the units are rented or sold. The City's annual Affordable Housing Reports prepared over the past few years have indicated that the City has been meeting affordable housing targets.

Official Plan Amendment Criteria Summary

Policy 1.3.14 of the Official Plan notes the following items shall be considered by Council when considering an application to amend the Official Plan:

- i) the conformity of the proposal to the strategic directions of this Plan and whether the proposal is deemed to be in the overall interests of the City;
- ii) consistency with applicable provincial legislation, plans and policy statements;
- iii) suitability of the site or area for the proposed use, particularly in relation to other sites or areas of the city;
- iv) *compatibility* of the proposed use with adjacent land use designations;
- v) the need for the proposed use, in light of projected population and employment targets;
- vi) the market feasibility of the proposed use, where appropriate;
- vii) the extent to which the existing areas of the city designated for the proposed use are developed or are available for *development*;
- viii) the impact of the proposed use on sewage, water and solid waste management systems, the transportation system, community facilities and the Natural Heritage System;
- ix) the financial implications of the proposed *development*;
- x) other matters as deemed relevant in accordance with the policies of this Plan.

The application has been reviewed against these criteria. The proposed development conforms to the strategic goals of the Official Plan in Section 2.2, including the following:

- Contributing to providing an appropriate range, mix and geographic distribution of housing types to meet current and projected needs to the year 2031 [2.2.1 b), 2.2.5 d)];
- Provides for urban growth and land use patterns in a manner that ensures the efficient use of public expenditures over the long term [2.2.1 c)];
- Contribute to implementing actions to achieve the targets of the updated Community Energy Initiative [2.2.2 d)];
- Contributing to developing a safe and efficient transportation system that provides for all modes of travel [2.2.3 a)];
- Facilitates development in an area where full municipal services and related infrastructure is readily available [2.2.4 a)];
- Build a compact, mixed-use and transit-supportive community [2.2.6 b)];

The site is proposed to contain a mix of housing types that will contribute to the local housing mix and help meet the City's requirements within the Provincial Growth Plan. The site is suitable for the proposed development given its location as part of the Paisley/Imperial Community Mixed Use Node and proximity to a variety of local services and amenities. The site is proposed to be developed as a series of transitions from high density at the north end which is part of the node, to medium in the middle to a neighbourhood park adjacent to the neighbourhood to create a compatible built form in a compact manner and an efficient use of City services. The site is also designed in a manner that does not impact the adjacent natural heritage feature, the woodlot/wetland to the west of the site and provides for significant amounts of on site open greenspaces as well as a public park and trail. The form of development also lends itself to contributing to the City's affordable housing targets and Community Energy Initiative Net Zero Carbon development objectives. For these reasons, the application provides appropriate intensification and transitions for its site context and contributes to the development of a complete community with its mix of housing and provision of parkland.

Review of Proposed Zoning

The recommended zoning in the report is a combination of some of the specialized regulations requested by the applicant and additional specialized regulations determined by Planning Staff in order to secure the site design, including building locations, built form and parking, as well as better reflect current urban design principles that are not standard in the City's Zoning By-law which is from 1995. The following paragraphs discuss each proposed zone and its specialized regulations. The recommended zoning is shown in Attachment 3, together with proposed conditions to be implemented through the site plan review process. The proposed zoning mapping is shown in Attachment 6.

R.4B-22(H) Specialized High Density Apartment Zone with a Holding Provision

The R.4B-22(H) is a specialized High Density Apartment Zone proposed for the north end of the subject site, in line with the High Density Residential Official Plan designation. Several specialized regulations have been recommended for this zone related to the building locations, built form and parking.

To confirm the proposed building locations, several site specific setback regulations have been created for this zone. Maximum front and exterior side yard setbacks specific to both Paisley and Whitelaw Roads have been included to ensure that the proposed apartment buildings are built close to the street. The minimum distances between buildings within the zone has been expanded to ensure there is a minimum of 15 metres between apartment buildings to create appropriately scaled open space and safe pedestrian connections from the interior of the site to the public sidewalks. A minimum 3-metre-wide interior side yard has also been added, which would apply between the R.4B and R.4A zones on the site if it were to be severed in the future. To clarify rear yard location, since there are two street frontages, for the purposes of this and all three residential zones proposed, the rear yard has been identified in a specialized regulation as located on the westerly side of the site that runs along the City boundary and adjacent woodlot. A specialized regulation has also been created to create a landscaped site gateway in the area closest to the intersection of Paisley and Whitelaw a minimum of 30 by 50 metres in size. This space will act as a pedestrian entranceway and landscaped feature that marks the site entrance from the rest of the node. The regulations work together to confirm building locations by creating appropriate setbacks from the edges of the site and between buildings.

The standard R.4B Zone permits buildings up to 10 storeys high, but this specialized zone proposes to limit heights to 8 and 9 storeys as shown in the concept plan, where two 9-storey buildings are shown closest to the intersection of Whitelaw Road and Paisley Road, and two 8-storey buildings are shown beside them along each road respectively. Together with building height, specialized regulations have been created requiring the front face of each building to be stepped back from the street as it goes up in height. Along Paisley Road, the buildings must step back 1.5 metres above the 4th floor and an additional 3 metres 3 metres above the 7th floor. On Whitelaw Road, buildings must be stepped back an additional 1.5 metres above the 4th floor and a further 1.5 metres above the 7th floor. Buildings must also step back where they face the landscaped gateway feature; a minimum of 3 metres above the 4th floor and a further 3 metres above the 7th floor. These stepbacks limit the visual impact of building height from the street. A regulation has also been added to require a maximum building length of 60 metres for all buildings in this zone. These additional specialized regulations are recommended by staff to create a variety of building heights and better shape and articulate the proposed buildings.

R.4B-22(H) Zoning Parking Analysis

Specialized parking regulations are also proposed for this zone. The applicant originally proposed 1 parking space per unit inclusive of visitor parking but after discussion with City staff, increased the parking in this zone to one parking space per unit plus 0.1 spaces per unit of visitor parking. This ratio is aligned with the recommendation provided for apartment units within or near mixed use nodes in the City's parking study recently completed for the Comprehensive Zoning By-law Review, which surveyed current parking use in existing high density residential developments. Similarly, the ratios used in the parking study are applied to the rest of the site, 1 space per unit plus 0.1 spaces for visitor spaces in the R.4A-55 Zone for the medium density apartments, and 1 space per unit plus 0.2 spaces per unit for visitors for the townhouse units. In reviewing the site as a whole, using these

specialized regulations for parking would require a total of 760 parking spaces on the site, while using the standard parking regulations would require 848 parking spaces, a difference of 88 parking spaces.

Planning staff are satisfied with the proposed parking ratio because it is based on the City's parking study analysis of the parking needs on other similar sites as well as a review of parking ratios used by similar sized municipalities. The parking study (the Guelph Parking Standards Review completed by IBI Group) observed that residential and visitor parking demand was consistent between all surveyed townhouse and apartment sites. Median parking rates for apartments were approximately 0.8 spaces per unit, while median parking rates for townhouse sites ranged between 0.8 and 1.0 spaces per unit. Resident and visitor parking rates prescribed in the current Zoning By-law are higher than the observed parking demand for apartments and townhouses. The reduced rate is recommended at a site that is within walking distance to many services and amenities as part of the Community Mixed Use Node. Transportation Demand Management staff have included a condition of Site Plan Approval (#33 in Attachment 3) that requires the owner to incorporate transportation demand management measures that would better manage onsite parking need, such as including space for car share vehicles, unbundling the sale or lease of parking spaces with the sale or lease of an apartment unit and encouraging the use of alternative modes of transportation. Staff also reviewed other recently approved specialized parking ratios for apartment buildings in the City and found the following:

- 144 Watson Road North, approved at 1.2 spaces per unit inclusive of visitor;
- 78 Starwood, approved at 1.17 spaces per unit inclusive of visitor; and
- 1159 Victoria Road South, approved at 1 space per unit plus a total of 13 visitor spaces.

Planning staff support the proposed specialized parking ratio as it will provide adequate onsite parking, while balancing the need to accommodate various transportation modes, to utilize land efficiently, and to support the transition to a multi-modal transportation system with reduced reliance on the automobile. This is in conformity with Official Plan policies that encourage a compact urban form and transit supportive densities. This will also better enable the site to contribute to the City's Community Energy Initiative as encouraging alternative transportation modes is supportive of a reduced carbon footprint.

A specialized regulation has also been added regarding parking location, with only 10 percent of required parking permitted at grade in surface parking areas. All other parking on site would be required to be located within the proposed below grade parking structures. The provision of the required parking predominantly under the proposed buildings has allowed for the consolidation of a large open green space behind the buildings which provides a range of positive functions, including a reduced "heat island" effect by limited large paved surface parking areas, amenity area for the residents, greenspace that can infiltrate water, treed areas that can sequester carbon and open space that creates a natural transition to the natural heritage lands to the west and the rural area beyond.

An “H” or holding provision has also been added to this zone. This prevents development of the site until certain criteria have been met. As mentioned earlier in this analysis, the conditions of this H are that first, Whitelaw Road is reconstructed, so the site can be designed to match the new road grades and second, the future builder of the site must submit a detailed analysis of how their proposed site design will incorporate energy conservation features that will contribute to the City’s Community Energy Initiative, beyond the contribution it is already making by virtue of the overall form of development. Both of these conditions will need to be met before the future owner can apply to remove the holding provision, which requires Council to pass a separate by-law to remove the “H” from the zoning. This H condition applies to all three residential zones proposed (The R.4B-22(H), the R.4A-55(H) and the R.3A-66(H))

R.4A-55(H) Specialized General Apartment Zone with a Holding provision

The area south of the high density apartment zone is proposed to contain two five storey apartment buildings, one against Whitelaw Road and one parallel to it to the west across a private road. There are some specialized regulations proposed that are similar or identical to those in the R.4B zone adjacent, to create a consistent character across the site, though there is additional flexibility in this zone to build either apartments or townhouses as proposed in the zone adjacent to the south (the R.3A-66(H)). Planning staff have suggested this flexibility to permit either mid-rise (up to six storeys) apartments or townhouse (up to four storeys) because either unit type will create a height transition between the higher apartment buildings to the north and the existing low density neighbourhood to the south and east of the site. Additional specialized regulations are as follows.

Staff have added several common townhouse forms as permitted uses, where the standard zone would only permit apartment buildings. Included are standard cluster townhouses, as well as stacked townhouses, back to back townhouses and stacked, back to back townhouses. Specific definitions for “Back to Back” and “Stacked Back to Back” townhouses were included because these uses are not included in the City’s current zoning by-law because they were not common uses at the time this by-law was approved (in 1995). If townhouses are built on this portion of the site, they would be subject to the regulations recommended for the adjacent townhouse zone (the R.3A-66(H) Zone).

For apartment development on this site, staff recommend a specialized regulation limiting height to 6 storeys, in line with the Medium Density Residential Official Plan designation, though the standard zone would permit 8 storeys. This regulation will meet the Official Plan requirements and ensure a transition from the higher apartment buildings to the north and a mix of building heights. Consistent with the R.4B-22(H) Zone to the north, the front face of the building along Whitelaw Road must be stepped back 1.5 metres above the 4th storey and a maximum building length of 60 metres would apply. Similarly, a minimum of 15 metres between buildings would apply to apartment buildings and a minimum of 10 metres between apartment buildings and townhouse buildings would apply to ensure adequate open space between buildings and the ability to provide pedestrian connections to the street from the site.

The same specialized parking regulations have been applied to both the R.4B-22(H) Zone as noted above and this R.4A-55(H) Zone, including both the parking ratio, of 1 parking space per unit and 0.1 visitor parking spaces per unit, as well as requiring that no more than 10 percent of all parking be permitted in surface parking areas. These regulations create a positive balance on this site between building massing and green open space, limiting the amount of hard surfaced parking areas. The same Holding Provision, requiring the reconstruction of Whitelaw Road and the completion of an Energy Strategy Report that shows how this portion of the site will contribute to the City's Community Energy Initiative before development will be permitted.

R.3A-66(H) Cluster Townhouse Zone with a Holding Provision

The R.3A-66(H) Zone is proposed in the south half of the site, between the R.4A-55(H) Zone and the proposed P.2 Zone for the neighbourhood park. This area of the site would also be within the Medium Density Official Plan designation. Several specialized regulations have been recommended by staff that provide some flexibility in use, while ensuring this portion of the site's built form is consistent with the rest of the site and further transitions down from the high density uses to the north. A specialized regulation for required parking and the same Holding provisions as previously discussed in the other residential zones are also included.

This zone permits a range of cluster townhouse types, including standard cluster townhouses, stacked townhouses, back to back townhouses and stacked, back to back townhouses. A maximum building height of 4 storey is permitted, together with a maximum density of 80 units per hectare. These regulations are appropriate for the unit types permitted and to create the transition in height from a maximum of 6 to a maximum of 4 storeys from the adjacent R.4A-55(H) Zone. A site specific rear yard of 10 metres along the westerly side of the site ensures space between the proposed development and the adjacent natural area and City boundary. Minimum distance between townhouses has been increased from 3 metres to a minimum of 5 metres to ensure adequate space for pedestrian walkways between townhouse buildings.

Specific regulations have also been developed to ensure appropriate built form. A maximum building length of 56 metres is required for all townhouse types to avoid long blocks without an open space break. A minimum unit width of 7 metres is required for any Back to Back townhouse with a garage, to ensure there is adequate space for both a garage door and a front door and front face of the building. Minimum lot area per unit has been reduced from x to 120 metres per unit, because the stacked and back to back type units typically have a smaller floorplate and take up less of the site than standard townhouses.

A site specific parking regulation has also been recommended. A minimum parking ratio of one parking space per unit is proposed, together with 0.2 spaces per unit for visitors, where the standard Zoning By-law requires 1 space per unit. This ratio is the one recommended in the City's parking study that is part of the Comprehensive Zoning By-law Review.

P.1 Conservation Lands Zone

A small sliver of land along the westerly edge of the site is proposed to be rezoned P.1 conservation lands to reflect the small area that acts as part of the 30 metre buffer to the adjacent heritage feature and is similarly designed as Natural Heritage in the Official Plan as noted earlier in this analysis.

P.2 Neighbourhood Park Zone

The southerly portion of the site, between the R.3A-66 and the existing neighbourhood is proposed to be rezoned to the P.2 Neighbourhood Park Zone and given to the City for the development of a park. The site is 1.4 hectares in size with a frontage along Whitelaw of approximately 70 metres. The site does meet the P.2 requirements for a park.

Zoning Summary

Staff have reviewed the proposed zoning and are satisfied that the proposed rezoning categories are appropriate to implement the proposed development. In Planning staff's opinion, the specialized regulations enable greater surety about building location and built form and will ensure the best placement of the buildings on the subject lands to meet good urban design principles, and are supportable for the proposed development of this site.

Comments Received on the Original and Revised Applications

Statutory Public Meetings for the Official Plan and Zoning By-law Amendments were held on December 10, 2018 and on July 10, 2019. Questions and issues raised by Council and members of the public in response to the original and revised applications that were not discussed in detail earlier in this analysis are summarized and responded to below.

Traffic

Several concerns were raised by the public and Council about traffic volume and traffic speeds currently on Whitelaw Road and more broadly in the surrounding neighbourhood and the Paisley/Imperial Community Mixed Use Node. Related questions included requests for traffic calming on Whitelaw Road, the impact of the reopening of Niska Road and whether traffic impacts from surrounding proposed and expected developments was included in the Traffic Impact Study for these applications. Consideration of the extension of Elmira Road South into the County was also requested.

City Transportation Engineering Staff have reviewed the application and the supporting traffic study and are satisfied with the recommendations provided, which include adding a left turn lane on Paisley Road for the Paisley site access and adding a left turn lane on Whitelaw Road when it is reconstructed, as this portion of Whitelaw Road is currently being redesigned and proposed to be reconstructed shortly. There is a Holding provision on the proposed residential zones on the site that will require the reconstruction of Whitelaw Road before the Holding Provision can be lifted and the zoning enacted, in order to ensure the site will be designed and graded to match the final road grades. The crest of the hill currently on Whitelaw Road along the south end of this site is proposed to be graded slightly lower during the reconstruction to improve sight lines.

Traffic calming measures are not included in the Traffic Impact Study, but staff note that in February 2018, Transportation staff conducted a survey to determine if residents would support traffic calming measures that were presented to the community. The required criterion for implementation was not met, based on the existing City policy (a minimum of 60% of affected property owners must be in favour). However, because Whitelaw Road needs to be reconstructed from Shoemaker Crescent to Paisley Road, and staff are aware of the traffic speed concerns, Engineering staff have confirmed the road will be designed to incorporate traffic calming measures.

Traffic from surrounding proposed developments was taken into account by this Traffic Impact Study. Traffic from the reopening of Niska Bridge was not taken into account in the original Traffic Impact Study but was considered in the supplementary information provided by the applicant's traffic consultant, who concluded that even with the additional trips on Whitelaw Road, the volume of traffic on Whitelaw Road is expected to continue to be within the expected and acceptable range of volume for a collector road. Additional study was also completed of the intersection of County Roads 31 and 32 at the request of the County of Wellington, where it was determined that the site had minimal impact on the intersection and no further review was required. There was no recommendation given related to extension of Elmira Road South into the County to Whitelaw Road south of City limits as it is not required for this development and would be a larger policy consideration.

Walkability and Transit availability

Concerns were raised related to walkability and transit availability at this location. Sidewalks will be available on both Paisley Road and Whitelaw Road following its reconstruction. Internally, the site is laid out with a large landscaped gateway feature that will act as a pedestrian entranceway to the site. A City owned trail is also proposed to run from the park along the westerly edge of the site up to Paisley Road. Additional private sidewalk connections are proposed from each apartment building along the street as well as between the proposed apartment buildings and townhouse blocks to ensure that pedestrian access is available and encouraged. The north end of the site is within the Community Mixed Use Node and within walking distance to the existing retail and service uses available there.

Currently transit is available at the intersection of Paisley Road and Elmira Road. Generally as undeveloped areas are fully built out, Transit reviews and readjusts routes to accommodate development.

Solid Waste

The applicant will be required to complete a Waste Management Plan as part of their site plan application that will ensure the apartment building has and maintains a three stream waste system (i.e. recycling, organics, garbage). The Waste Management Plan will also evaluate having the waste be collected by the City Solid Waste Resources staff.

Stormwater Management Pond and Site Grading

A concern was raised about the purpose of the proposed pond on site and grading impacting neighbouring residents. A stormwater management pond is proposed on the west side of the site, near the woodlot. The site generally slopes towards the woodlot and drains in that direction.

Secondly concerns have been raised about the height of the site and the buildings towering over the rest of the Community Mixed Use Node and the wider neighbourhood. The north end of the site, near Paisley Road, appears quite a bit higher than surrounding lands, but some of the height is stockpiled fill that will be removed. For a better understanding of the proposed site grading, the applicant has provided cross-sections of the site showing its proposed grading and height in the context of the site across Whitelaw Road to the east (See Attachment 8).

Engineering staff have reviewed the proposed grading and drainage of the site and have no concern that any neighbouring properties would be impacted by water from this development.

Natural Heritage Features

Several nearby residents expressed concerns related to environmental impacts of the proposed development on wildlife and the loss of greenspace. The applicant submitted an Environmental Impact Study which was reviewed by Environmental Planning Staff to ensure that no negative impact on environmental features is anticipated. An Environmental Implementation Report will be required by the developer in the Site Plan Review Process to ensure that there is no negative impact on the adjacent woodlot and wetland to the west, together with a Tree Inventory, Preservation and Compensation Plan to ensure detailed plans are in place to manage existing adjacent wildlife habitat, enhance the buffer area to the woodlot/wetland and manage invasive species appropriately. A pre and post development ecological monitoring program is also required to be developed through the Environmental Implementation Report to ensure no long term environmental impacts.

Attachment 11:
Departmental and Agency Comments

Respondent	No Objection or Comment	Conditional Support	Issues /Concerns
Development Planning		√	Subject to conditions in Attachment 3
Engineering*		√	Subject to conditions in Attachment 3
Environmental Planning*		√	Subject to conditions in Attachment 3
Urban Design*		√	Subject to conditions in Attachment 3
Parks Planning*		√	Subject to conditions in Attachment 3
Zoning	√		
Upper Grand District School Board*		√	Subject to conditions in Attachment 3
Guelph Hydro/Alectra		√	Subject to conditions in Attachment 3
Grand River Conservation Authority*	√		
County of Wellington*		√	Subject to conditions in Attachment 3
Township of Guelph-Eramosa*		√	Subject to conditions in Attachment 3
Guelph Wellington Development Association*	√		
Union Gas Ltd.	√		

* Indicates memo attached below.

Attachment 11:

Departmental and Agency Comments



MEMO

FILE: 16.13.001

TO: Katie Nasswetter, Senior Development Planner
FROM: Shopan Daniel, Engineering Technologist III
DEPARTMENT: Engineering and Transportation Services
DATE: December 19, 2019
SUBJECT: 360 Whitelaw Road – Zoning By-law Amendment/OPA

The subject lands are approximately 7 hectares in size and currently a portion of the site is used for agriculture. The subject lands are located on the west side of Whitelaw Road, on the southwest corner of the Whitelaw Road/Paisley Road intersection.

The intent of the application is to permit a residential development comprised of townhouses and apartments with approximately 700 dwelling units together with a neighbourhood park.

The new proposal maintains three distinct areas to the site. The northerly third of the site is proposed to be High Density Residential, with four apartment buildings, 8-9 storeys in height, containing up to 492 residential units. The middle portion of the site is proposed to contain two six storey apartment buildings containing 80 residential units total, together with 128 stacked, back-to-back townhouses. In total approximately 700 units are proposed. Three accesses to the site are proposed, two from Whitelaw Road and a new access from Paisley Road on the north end of the site. The south end of the site still proposes a neighbourhood scale park which is 1.4 hectares in size.

The applicant has applied to change the zoning from the “Urban Reserve” (UR) and “Agricultural” (A) Zone to a “Specialized High Density Residential Apartment” (R.4B-?), “General Apartment Zone” (R.4A-?) and “Neighbourhood Park” (P.2) Zone

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

- Concept Plan prepared by GSP Group dated September, 2019
- Preliminary Site Grading Plan prepared by GM Blue Plan dated Oct 10, 2019.
- Preliminary Site Servicing Plan prepared by GM Blue Plan dated Oct 10, 2019.
- Traffic Impact Study prepared by Salvini Consulting dated August 2018, updated May 2019.
- Functional Servicing Report prepared by GM Blue Plan dated Oct 2, 2019
- Geotechnical Investigation Report prepared by Chung & Vander Doelen dated April 27, 2018
- Phase I Environmental Site Assessment, August, 2018.

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F 519-822-6194
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Attachment 11:

Departmental and Agency Comments



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1. Road Infrastructure:

Whitelaw Road abutting the subject property is designated as a two (2) lane collector road with a rural cross section. The ultimate right-of-way width of *Whitelaw Road* abutting the property is approximately 20.00 metres. The City is designing and will be reconstructing *Whitelaw Road* to a full urban cross section. As part of the design exercise, it has been determined that the grading of the road will change as such, the City cannot permit access to *Whitelaw Road* until the Road is reconstructed. Engineering Services is requesting that a Holding Zone (H) provision be applied until *Whitelaw Road* is reconstructed to the satisfaction of the City Engineer.

Please note, under section 5.13 table 5.1 of the Official Plan *Whitelaw Road* has not be identified for a road widening.

Paisley Road abutting the subject property is designated as a two (2) lane arterial road with grass boulevard on both sides, asphalt pavement, curb and concrete sidewalk on the both sides of the street. The ultimate right-of-way width of *Paisley Road* abutting the property is 30.00metres therefore no road widening is required.

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

Transportation Engineering staff have completed a reviewed of Traffic Impact Study and the “Additional Transportation Information” report by Salvini Consulting, dated May 28, 2019, in support of the Paisley Park mixed residential development on *Whitelaw Road*. Staff agree with the recommendations and will require the applicant to provide detailed engineering drawings and all costs associated with the implementation of the road works to facilitate the development. As per the recommendations in the report, the development will require a westbound left turn lane on *Paisley Road* at the proposed *Paisley* access. The westbound left turn lane will require 15 metres of storage and the appropriate taper length as per TAC Guidelines. A 25 metre northbound left turn lane on *Whitelaw Road* at *Paisley Road* will be incorporated into the *Whitelaw Road* reconstruction project, this will increase the intersection capacity to improve the northbound right turn movement. Staff also agree that the exact location of the proposed accesses on *Whitelaw Road* will be reevaluated during the site plan process and after the reconstruction of *Whitelaw Road*, to ensure that adequate sight lines are maintained. No further technical analysis is required.

Attachment 11:

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3. Municipal Services:

Whitelaw Road and Paisley Road

No services currently exist on Whitelaw Road along the frontage of this development.

Existing services within the right-of-way along Paisley Road are as follows:

- 300mm diameter storm sewer.
- 200mm diameter sanitary sewer.
- 300mm diameter watermain.

Currently, the site can be serviced from Paisley Road, there is an existing sanitary and water lateral available to service the subject lands. If required, 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.

The Servicing for the entire site shall be reassessed once the reconstruction of Whitelaw Road is completed. There may be opportunity to service the proposed development through Whitelaw Road.

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

Sanitary Sewer Wastewater Collection System and Water Supply/Distribution System.

It has been confirmed that adequate sanitary and water capacities are available off Paisley. To service the proposed development. However, the developer is advised that there is potential for marginal water supply pressure 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. Any means to mitigate this water pressure scenario to meet current Ontario Building Code standards on site, is the responsibility of the developer.

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

4. Storm Water Management & Servicing:

As per section 5.5 of the Geotechnical report by Chung & Vander Doelen, It appears that the groundwater data was obtained in March of 2018; which may not represent the seasonal high groundwater. We ask the Engineer to investigate further and confirm the seasonal high groundwater elevations; please note that as per the City's Development Engineering Manual we require minimum of four seasons of data in order to capture the seasonal variations in groundwater, this information shall be provided prior to site plan approval. .

The proposed infiltration galleries are one of the major components of this development, though we agree with the

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general approach. However, prior to site plan approval we request that permeameter test be completed during the month of April or May, to ensure there is sufficient separation between the seasonal high groundwater and bottom of gallery.

As stated in the Functional Servicing Report, the greatest potential impact is to the adjacent wetland outlet during the site grading conditions. The developer will be required to mitigate any potential wetland impact, The proposal demonstrates that the post development flows for the 2 year and 5 year storm event will be controlled to the pre-development rate of the Paisley Rd storm sewer. And that flows greater then 10 year storm event can be attenuated to pre-development runoff levels before outletting overland to the adjacent wetland.

Therefore, stormwater management will be further examined during the site plan application.

5. Source Water Protection:

The property is located in a WHPA B with a vulnerability score of 10/ 8. The property is not located in an Issue Contributing Area. At the site plan stage of the process, we request the following:
Please contact the Source Water Program Coordinator to do a Policy Applicability Review at 519-822-1260 ext. 2543. In accordance with Grand River Source Protection Policy CG-CW-29, please provide 5 copies of a Salt Management Plan, prior to site plan approval.

6. Environmental:

City staff reviewed the following report prepared by GM BluePlan Engineering (GMBP) for Armel Corporation:

- "Phase One Environmental Site Assessment Paisley Park Development, Part of Lot 5, Concession 1, Division B, City of Guelph" dated August 22, 2018

The Phase One ESA (actually a Phase I ESA) was completed in general accordance with CSA Standard (Z768-01) to support the development and municipal approval process and not in support of a RSC filing.

The Site is currently zoned Urban Reserve (UR) and Agricultural (A), and the proposed zone change is to High Density Apartment (R.4B).

Summary of findings

The Site (360 Whitelaw Road) is approximately 7.01 ha (17.32 acres) in area and is located in the western portion of the City of Guelph, along the City limits, south of Paisley Road and west of Whitelaw Road.

The key findings of Phase One ESA are as follows:

- The Site is currently vacant with no buildings on-Site. Historically, the Site had been used for agricultural purposes. The majority of the Site was used for growing corn crop (agricultural use) during 2017.
- There is evidence of regrading and exportation of fill materials from the property during neighboring property development. There is no evidence of the importation of fill materials to the site from off-site sources.

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- A geotechnical investigation that was conducted on the Site did not indicate the presence of deleterious fill materials on-Site (CVD, April 2018). The soil quality is reported to meet the MOECC Table 2 standards for residential development.
- The neighboring properties generally consist of commercial, vacant (in early stages of development), residential, forested and agricultural lands.
- To the north, approximately 300 m up gradient to cross-gradient of the Site, is Costco Wholesale retail centre with an associated gasoline service station. Based on the separation distance, the recent development of the Costco property and the inferred groundwater flow direction, the use of the neighboring property for fuel handling is considered to pose low potential for environmental impact to the Site.
- Based on the findings of Phase I ESA, no Areas of Potential Environmental Concern were identified within or around the Site.

Comments

- Land Use is changing from agriculture (more sensitive) to residential (less sensitive); therefore, an RSC is not required for the Site development.
- A Reliance Letter was submitted along with the Phase One ESA report.

Recommendation

Based on the findings of Phase One ESA, no impacts were noted within or around the Site; as such, the Site is not likely to pose an environmental threat to the proposed development.

5. Staff Recommendations:

It is recommended that a Holding Symbol (H) be applied restricting the proposed use of the land until the following condition is met:

1. That completion of the design and reconstruction of Whitelaw Road including but not be limited to vertical grade changes, **curb/gutter, boulevard, municipal services and sidewalk, etc.**

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

1. That the Owner 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

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F 519-822-6194
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Planning and the General Manager/City Engineer, prior to any construction or grading on the lands.

2. The Owner acknowledges and agrees that ensuring the suitability of the land from an environmental engineering perspective, for the proposed use(s) is the responsibility of the Developer/Landowner.
3. 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 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;
 - ii. Noise Report shall be submitted and shall be completed in accordance with the City's noise guidelines.
 - iii. a grading, drainage and servicing plan prepared by a Professional Engineer for the site;
 - iv. a 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. a construction traffic access and control plan for all phases of servicing and building construction;
 - vi. salt management plan in accordance with the Grand River Source Protection Policy CG-CW-29.
4. The Owner 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 vi) inclusive.
5. The Owner shall obtain a site alteration permit in accordance with City By-law (2016)-20097 to the satisfaction of the General Manager/City Engineer if grading or earthworks is to occur prior to site plan approval.
6. Prior to any construction or grading on the lands, the Owner shall construct, install and maintain erosion and sediment control facilities, satisfactory to the General Manager/City Engineer, in accordance with a plan that has been submitted to and approved by the General Manager/City Engineer. Furthermore, the Owner shall provide a qualified environmental inspector, satisfactory to the General Manager/City Engineer, to inspect the site during all phases of development and construction including grading, servicing and building construction. The environmental inspector shall monitor and inspect the erosion and sediment control measures and procedures on a weekly or more frequent basis if required. The environmental inspector shall report on his or her findings to the City on a monthly or more frequent basis.
7. The Owner shall stabilize all disturbed soil within 90 days of being disturbed, control all noxious weeds and keep ground cover to a maximum height of 150 mm (6 inches).
8. The Owner shall prepare and implement a construction traffic access and control plan for all phases of

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servicing and building construction to the satisfaction of the City Engineer. Any costs related to the implementation of such a plan be borne by the Owner.

9. The Owner shall pay to the City the actual cost of the construction of the new driveway entrances and required curb cut and/or curb fill. Furthermore, prior to site plan approval and prior to any construction or grading on the lands, the Owner shall pay to the City, the estimated cost as determined by the General Manager/City Engineer of the construction of the new driveway entrances and required curb cut and/or curb fill.
10. The Owner shall pay to the City the actual cost of construction of municipal services within the City's right-of-way including such items as sanitary, water and storm laterals, driveways, curb cuts and/or curb fills, sidewalk. Prior to approval of the plans, the Owner shall pay to the City the estimated cost of the construction of municipal services as determined by the General Manager/City Engineer.
11. The Owner agrees, prior to final site plan approval, to grant any necessary servicing easements in favour of the adjacent lands currently using or draining into the existing watermain, sanitary and storm sewer.
12. The Owner 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.
13. The Owner shall ensure that any private water supply wells, boreholes, monitoring wells and septic systems are decommissioned in accordance with O. Reg. 903.
14. The Owner shall confirm that the basements will have a minimum 0.5 metre separation from the seasonal high groundwater elevation in accordance with Development Engineering Manual.
15. The Owner shall construct the new buildings at such an elevation that the lowest level of the buildings can be serviced with a gravity connection to the sanitary sewer
16. The Owner shall submit a report prepared by a Professional Engineer to the satisfaction of the Chief Building Official certifying that all fill placed below proposed building locations has adequate structural capacity to support the proposed building. All fill placed within the allowable Zoning By-law envelope for building construction shall be certified to a maximum distance of 30 metres from the street line. This report shall include the following information; lot number, depth of fill, top elevation of fill and the area approved for building construction from the street line.
17. The Owner shall submit a report prepared by a Professional Engineer to the satisfaction of the Chief Building Official providing an opinion on the presence of soil gases (Radon and Methane) in the plan in accordance with applicable provisions contained in the Ontario Building Code.
18. The Owner shall enter into an agreement with the City, to be registered on title, satisfactory to the City Solicitor which includes all requirements, financial and otherwise to the satisfaction of the City of Guelph.
19. The Owner shall obtain approval of the General Manager/City Engineer with respect to the availability of adequate water supply and sewage treatment capacity.

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20. The Owner shall submit a Noise impact study report in accordance with Guelph Noise Control Guidelines to the satisfaction of the General Manager /City Engineer.
21. The Owner shall service, grade, develop and maintain the site in accordance with the plans that have been approved by the City through the site plan approval. The Owner shall have the Professional Engineer who designed the servicing certify to the City that they supervised the construction of the servicing and that the as-built servicing is functioning properly as designed. The Owner shall have the Professional Engineer who designed the site grading and drainage submit an as-built grading and drainage plan to the City.
22. The Owner shall place, or agree to place, the following notifications in all offers of purchase and sale for all lots and/or dwelling units and agrees that these same notifications shall be placed in the agreement to be registered on title:
23. "Purchasers and/or tenants of all lots or units are advised that sump pumps will be required for every lot unless a gravity outlet for the foundation drain can be provided on the lot in accordance with a certified design by a Professional Engineer."
 - a. "Purchasers and/or tenants of all lots or units are advised that if any fee has been paid by the purchaser to the Owner for the planting of trees on City boulevards in front of residential units does not obligate the City or guarantee that a tree will be planted on the boulevard in front or on the side of a particular residential dwelling. The City shall not provide regular maintenance for trees planted on private property save and except any maintenance conducted pursuant to section 62 of the Municipal Act, 2001, c.25, as amended, and purchasers of all lots or units shall be obligated to maintain any tree on private property in accordance with and pursuant to the City of Guelph's Property Standards By-law (2000)-16454, as amended."
 - b. "Purchasers and/or tenants of all lots or units, are advised prior to the completion of home sales, of the time frame during which construction activities may occur, and the potential for residents to be inconvenienced by construction activities such as noise, dust, dirt, debris, drainage and construction traffic."
 - c. "Purchasers and/or tenants of all lots or units are advised that on-street parking restrictions may apply to the street fronting their property."
24. The Owner shall provide the City with a drainage certificate from an Ontario Land Surveyor or a Professional Engineer certifying that the fine grading and sodding/vegetation of the site is complete and that the elevation of the building foundation(s) and the grading of the site is in conformity with the approved grading and drainage plan. Any variance from the approved plans has received the prior approval of the City Engineer.
25. The Owner shall have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system, and

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F 519-822-6194
engineering@guelph.ca

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that the storm water management system was approved by the City and that it is functioning properly.

- 26. The Owner shall provide the City with a certificate from a Professional Engineer certifying that the sanitary sewers, building drains, building sewers, building storm drains, building storm sewers, watermains, water distribution system, hydrants, catchbasins, roadways, driveways, parking areas and sidewalks that are to become part of the common facilities and areas, are in good repair, free from defects and functioning properly.
- 27. The Owner to provide assurance of proper operation and maintenance of the Stormwater management facility, and oil-grit-separator (OGS) unit(s) through site plan agreement and condominium declaration.
- 28. The Owner agrees to provide assurance of proper operation and maintenance of the infiltration galleries through site plan agreement and condominium declaration.
- 29. The Owner agrees to maintain log for perpetual cleaning / maintenance of oil-grit-separator (OGS) unit(s), Stormwater management facility, and infiltration galleries and agrees to submit the maintenance log for audit purposes to the City and other agencies upon request through site plan agreement and condominium declaration.
- 30. All applications for a building permit shall be accompanied by a plot plan that shows that the proposed building, grading and drainage is in conformance with the approved overall site drainage and grading plan.
- 31. The Owner shall retain a Professional Engineer, licensed in the Province of Ontario, to prepare an on-site engineering works cost estimate using the City's template. The estimate is to be certified by the Professional Engineer. The Owner shall provide the City with cash or letter of credit security for the on-site engineering works in an amount satisfactory to the City. The Owner shall pay the engineering on-site works inspection fee to the satisfaction of the City.

Shophan Daniel
Engineering Technologist III

Sor. **Mary Angelo**
Supervisor, Development Engineering

Engineering Services
Infrastructure, Development & Enterprise

T 519-837-5604
F 519-822-6194
engineering@guelph.ca

Attachment 11:

Departmental and Agency Comments

Internal Memo



Date December 16, 2019
To **Katie Nasswetter, Senior Development Planner**
From David de Groot, Senior Urban Designer
Service Area Infrastructure, Development and Enterprise Services
Department Planning Services
Subject **361 Whitelaw Road: Official Plan Amendment and Zoning By-law Amendment Application – OZS18-005**
Urban Design Comments

Urban Design staff has the following comments based on the:

- Revised Concept Plan (October 8, 2019)
- Revised Site Sections (October 8, 2019)
- Revised Site Section with Angular Plane (October 8, 2019)
- Sun Shadow Study Report (November 28, 2019)

Staff has also reviewed the Urban Design Brief addendum, dated May 2019 from GSP Group and the original Urban Design Brief dated August, 2018.

Urban Design Comments

- Staff acknowledges that the applicant has been working with City Staff and that overall design of the concept plan has been improved.
- Through this process, staff has concentrated on a number of key issues which have been positively addressed by the applicant including:
 - Conforming to the angular plane requirements from Whitelaw Road and Paisley Road.
 - Consolidating the outdoor common amenity space;
 - The creation of an open space feature at the intersection of Whitelaw and Paisley;
 - Showing a better relationships between the buildings and the Whitelaw and Paisley rights-of-way;
 - Further variation in building height;
 - Expanding the park frontage along Whitelaw Road; and,
 - Better building articulation.
- The applicant has submitted a Sun Shadow Study Report prepared by WZMH Architects with their conclusion that the proposed development form has meets the criteria of the City of Guelph Sun and Shadow Study Terms of Reference in regards to the Public Realm and Outdoor Activing Area (proposed at the corner of Paisley Road and Whitelaw Road). Based on this,

Attachment 11: Departmental and Agency Comments

staff is of the opinion that there will not be any unacceptable adverse impacts on adjacent properties or the adjacent streetscapes.

- Generally Urban Design staff is supportive of the approach to the design of the site as shown in the October 2019 revised concept plans and site sections along with the Urban Design Brief addendum, dated December May, 2019.
- As part of the site plan process further detailed comments will be discussed including:
 - Developing the elevations including materials and colours. It is understood that the elevations shown are conceptual. The material between change between the base and the upper storeys is supported. The use of real masonry products within the first 3 or 4 storeys of the building should be used rather than replica materials.
 - Adequate soil volumes for trees over the underground parking is critical. Consideration of alternative technologies (Silva Cell) to achieve soil volumes, especially in areas where there is competing need for hard pavement, is strongly encouraged.
 - Provide a detail for pedestrian level lighting and street lighting for the internal streets.
 - Street furniture such as bicycle parking, benches etc.
 - Implementation of a minor gateway near Paisley and the City's boundary.
 - Implementation of any wind study recommendations.
 - Keep in mind bird-friendliness strategies in the design of the elevations.
 - Street furniture such as bicycle parking, benches etc.
 - Rooftop mechanical screening details.
 - Architectural details.
 - Continued encouragement of green roofs and LID systems.
- Based on the October, 2019 concept plans, urban design staff support including a number of site-specific Zoning regulations to implement some of the key urban design moves illustrated including:
 - Location of building heights to ensure variety of height as shown in the concept plan;
 - Requiring an open space at the corner of Whitelaw and Paisley;
 - Permitting townhouses integrated into apartment buildings;
 - Maintain angular plane requirements from Paisley and Whitelaw;
 - For stacked towns: implement a maximum length, implement a minimum distance between blocks (e.g. 5m), including a minimum width if integrated garages are proposed of 7m (it is understood that these are currently not being proposed);
 - For the apartments: Include stepback requirements; maximum building length (e.g. 60m); minimum distance between buildings (e.g. 15 m); and,
 - Limit the amount of surface parking for apartments.

Prepared By:

David de Groot

Senior Urban Designer

519.822.1260 ext. 2358

David.deGroot@queloh.ca

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Departmental and Agency Comments

INTERNAL MEMO



DATE December 19, 2019
TO **Katie Nasswetter**
FROM Tiffany Hanna
DIVISION Parks and Recreation
DEPARTMENT Public Services
SUBJECT **360 Whitelaw Road Resubmission– Proposed Zoning By-Law Amendment and Official Plan Amendment – OZS18-005**

Park Planning has reviewed the application for the above noted Proposed Zoning By-Law and Official Plan Amendment previous submissions and most recent email dated November 15th, 2019. Park Planning offers the following comments and conditions:

Official Plan Amendment and Zoning Bylaw Amendment

As per previous comments, Park Planning has no objections to the proposed Official Plan Amendment or Zoning By-law Amendment provided the following comments are satisfied as part of a **future site plan application**:

Development Concept Plan

Park Block Lot Frontage:

The resubmitted concept exceeds the minimum requirement of 50 metres of park frontage with a proposed frontage of 69.7m. Although this does not satisfy the ideal condition outlined in the City's Zoning By-law of 1 metre of Park Lot Frontage for every 100 square metres of park area, Park Planning finds this improvement acceptable. That being said, the applicant is encouraged to explore opportunities to meet the 140m of frontage requirement during the Site Plan Application stage.

Pedestrian Circulation:

Park Planning finds the trail route acceptable by requests that during Site Plan Approval the applicant discuss with the City the potential for this to be in public ownership.

As per previous comments, the City would be interested in discussing with the applicant the possibility of dedicating land or obtaining an easement in favour of the City of Guelph over a portion of land owned by the applicant in the Township of Guelph-Eramosa for the purpose of a trail connection to Shoemaker Crescent/Parkwood Gardens Park at the zoning stage.

Functional Servicing Brief

Preliminary Park Block Grading:

As per our meeting and your email dated November 15th, 2019, we will explore future park grading as part of the Site Plan application. We will explore park grading as part of the redesign of Whitelaw Road.

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RE: 360 Whitelaw Road- Proposed Zoning By-Law and Official Plan Amendment
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Conditions of Development

Park Planning recommends the following development approval conditions:

Prior to Site Plan approval:

1. The Developer shall dedicate the lands identified as a neighbourhood park in the final site concept in Attachment 8 of Report IDE 2020-13 for park purposes to the satisfaction of the City, pursuant to s. 42 of the Planning Act and in accordance to the City's Parkland Dedication By-law (2019)-20366 as amended by (2019)-20380 or any successor thereof, prior to site plan approval.
2. The Developer shall be responsible for the cost of design and development of the **Basic Park Development** as per the City of Guelph current "Specifications for Parkland Development", which includes clearing, grubbing, topsoiling, grading, sodding and any required servicing including water, storm, sanitary and hydro for any phase containing a Park block to the satisfaction of the Deputy CAO of Public Services. The Developer shall provide the City with **cash or letter of credit** to cover the City approved estimate for the cost of development of the Basic Park Development for the Park Block to the satisfaction of the Deputy CAO of Public Services.
3. The Developer shall be responsible for the cost of design and development of the **demarcation** of all lands conveyed to the City in accordance with the City of Guelph Property Demarcation Policy. This shall include the submission of drawings and the administration of the construction contract up to the end of the warrantee period completed by an Ontario Association of Landscape Architect (OALA) member for approval to the satisfaction of the Deputy CAO of Public Services. The Developer shall provide the City with **cash or letter of credit** to cover the City approved estimate for the cost of development of the demarcation for the City lands to the satisfaction of the Deputy CAO of Public Services.
4. The Developer shall be responsible for the cost of design and construction of the **Pedestrian Trail System** for the trail as per City's current trail standards as outlined in the Local Service Policy under City's Development Charges Bylaw, to the satisfaction of the Deputy CAO of Public Services. This shall include obtaining any required permits, submitting drawings for approval, identifying the trail system and trail design details. This shall include the submission of drawings completed by Ontario Association of Landscape Architects (OALA) full member with seal for approval to the satisfaction of the Deputy CAO of Public Services. The Developer shall provide the City with **cash or letter of credit** to cover the City approved estimate for the cost of the 'trail development' to the satisfaction of the Deputy CAO of Public Services.
5. The Developer shall be responsible for the cost of design and implementation of the **Open Space Works and Restoration** in accordance with the "Environmental Implementation Report" to the satisfaction of the Deputy CAO of Public Services. This shall include the submission of drawings and the administration of the construction contract up to the end of the warrantee period completed by an Ontario Association of Landscape Architects (OALA) member for approval to the satisfaction of the Deputy CAO of Public Services. The Developer shall provide the City with **cash or letter of credit** to cover the City approved estimate for the cost of the Open Space

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RE: 360 Whitelaw Road- Proposed Zoning By-Law and Official Plan Amendment
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works and restoration for the City lands to the satisfaction of the Deputy CAO of Public Services.

6. The Developer shall provide The City with a digital file in either AutoCAD - DWG format or DXF format containing the following final approved information: parcel fabric, development layout and park design, grades/contours and landscaping.

Regards,

Tiffany Hanna, Park Planner
Parks and Recreation
Public Services
T 519-822-1260 x 3371
E tiffany.hanna@guelph.ca

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Departmental and Agency Comments

INTERNAL MEMO



DATE December 16, 2019

TO **Katie Nasswetter, Senior Development Planner**

FROM Leah Lefler, Environmental Planner

DIVISION Infrastructure, Development and Enterprise

DEPARTMENT Planning and Building Services

SUBJECT **Paisley Park, 361 Whitelaw Road – 2nd submission
Proposed Official Plan and Zoning By-law Amendments
File: OZS18-005**

Please note that this Internal Memo replaces the December 4, 2019 Internal Memo provided by Environmental Planning staff.

Environmental planning staff offer the following preliminary comments on the following Revised Application Materials which were prepared to address staff comments:

- 360 Whitelaw Road Response Letter; GM BluePlan; October 9, 2019
- Preliminary Site Servicing and Grading Plan; GM BluePlan; May 2018
- Functional Servicing Brief Addendum – Paisley Park; GM BluePlan; October 2, 2019
- Hydrogeological Study: Paisley Park Development; GM BluePlan; October 2019
- Paisley Park Environmental Impact Study – Addendum Letter 2; NRSI; October 2, 2019

Environmental planning staff acknowledge and appreciate the amount of effort and detailed review put into the revised submission.

Preliminary Site Servicing and Grading Plan

1. The scale of 1:750 marked on the plan appears to be incorrect. Please clarify.
2. Please provide a cross section that shows the proposed retaining wall, proposed trail, slope, stone energy dissipater and 30m wetland buffer to ensure that the plan is compatible with wetland protection.
3. Please mark % slope on the steep slope leading down to the wetland.

Functional Servicing Brief Addendum

4. Under the Interim Condition, a 21% increase in runoff to the wetland is proposed resulting in an increase of 2,437 m³ of runoff annually (11,502 m³ to 13,939 m³). In addition, under the Interim Condition, a 21% increase in recharge in the wetland catchment is proposed resulting in an increase of 1,312 m³ of recharge annually (6,194 m³ to 7,506 m³). Given that the Interim Condition may persist at the site for several years, Environmental Planning staff are concerned that a 21% increase in runoff and 21% increase in recharge could result in a negative impact to the features and functions of the wetland.

Please update the stormwater management design of the Interim Condition to better match predevelopment runoff and recharge conditions to avoid negative impacts to the wetland.

All other previous comments provided by environmental planning staff on July 17, 2019 have been adequately addressed.

Please note that the post-development stormwater management concept, as designed by GM BluePlan, adequately maintains the hydro-period of the wetland. The stormwater

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management concept achieves a monthly wetland water balance that results in a 0.02% decrease in annual recharge volume and 0.14% increase in annual runoff volume, contributing to an estimated 3.06mm increase in annual overall wetland depth change due to runoff. Negative impacts to the wetland vegetation community, vascular plant species, and wildlife habitat function are not anticipated.

Going forward to detailed design, please be advised that any future alterations to the built form and/or the stormwater management concept will be expected to demonstrate that the hydro-period of the wetland and monthly wetland water balance can be maintained.

Conditions to be met prior to grading and site alteration

Based on the above, environmental planning staff recommend the following conditions for the proposed Official Plan and Zoning By-law Amendments.

1. Prior to grading and site alteration, the Developer shall prepare an **Environmental Implementation Report (EIR)** based on terms of reference approved by the City and Grand River Conservation Authority (GRCA). The EIR will provide details with respect to:
 - stormwater management and monthly wetland water balance mitigation;
 - on-going shallow groundwater monitoring in the vicinity of the wetland and a related monitoring program pre and post development; and
 - any other information required to address the Grand River Conservation Authority comments from their letter dated July 3, 2019.
2. The Developer shall complete a Tree Inventory, Preservation and Compensation Plan, satisfactory to the General Manager of Planning Services and in accordance with the City of Guelph Private Tree Protection By-law (2010)-19058 prior to any grading, tree removal or construction on the site.
3. The Developer will undertake on-going shallow groundwater monitoring in the vicinity of the wetland until shallow groundwater monitoring commences as part of the post-construction monitoring program.
4. The Developer shall implement all recommendations of the EIR to the satisfaction of the City and GRCA.

Conditions to be met prior to Site Plan Approval

Based on the above, environmental planning staff recommend that the following conditions be met prior to Site Plan Approval.

5. Prior to Site Plan Approval, the Developer shall prepare an **Environmental Implementation Report (EIR) Addendum** based on terms of reference approved by the City and Grand River Conservation Authority (GRCA). The EIR Addendum will provide details with respect to:
 - design details regarding servicing;
 - detailed tree management plans including a Landscaping, Replanting and Replacement Plan and detailed landscape plans (by an accredited landscape architect);
 - detailed habitat management plans including invasive species management, buffer enhancement/design and mitigation plans for wildlife habitat;
 - education and stewardship information and signage;
 - detailed mitigation plans to support the trail and detailed trail design (including any retaining walls and grading needed to accommodate the trail);

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- a salt management plan;
 - an ecological monitoring program that includes pre- and post-development monitoring, baseline data, identifies thresholds and associated measures; grading, drainage and erosion and sediment control plans;
 - any other information required to implement recommendations from the Environmental Impact Study (Natural Resource Solutions Inc. August 2018), Paisley Park Tree Inventory and Preservation Plan (Natural Resource Solutions Inc. May 2019), Paisley Park Environmental Impact Study – Addendum Letter: Impact Assessment on Hydrologic Function of the Wetland (Natural Resource Solutions Inc. May 29, 2019) and Paisley Park Environmental Impact Study – Addendum Letter 2: Impact Assessment on Hydrologic Function of the Wetland (Natural Resource Solutions Inc. October 2, 2019); and
 - any other information required to address the Grand River Conservation Authority comments from their letter dated July 3, 2019.
6. The Developer will undertake a post-development monitoring program as detailed in the EIR Addendum, including continuation of on-going shallow groundwater monitoring, to the satisfaction of the General Manager of Planning Services.
 7. The Developer shall implement all recommendations of the EIR and EIR Addendum to the satisfaction of the City and GRCA.
 8. Prior to Site Plan Approval or Site Plan Agreement, the Developer shall pay to the City, **the total cost of reproduction and distribution of the Guelph Residents Environmental Handbook**, to all future residents within the plan, with such payment based on a cost of one handbook per residential dwelling unit as determined by the City.
 9. Prior to Site Plan Approval or Site Plan Agreement, the Developer shall provide the City with a **letter of credit** to cover the City approved cost estimate **for the post-development monitoring program** to the satisfaction of the General Manager of Planning.

Please let me know if you require further clarification on any of the above.

Regards,



Leah Lefler
Environmental Planner

Infrastructure, Development and Enterprise
Planning and Building Services
Location: City Hall

519-822-1260 extension 2362
leah.lefler@guelph.ca

C Shophan Daniel, Engineering Technologist III
Tiffany Hanna, Park Planner
Scott Cousins, Hydrogeologist

Attachment 11:

Departmental and Agency Comments



**UPPER GRAND
DISTRICT SCHOOL
BOARD**

Jennifer Passy BES, MCIP, RPP
Manager of Planning

Board Office: 500 Victoria Road N. Guelph, ON N1E 6K2

Email: jennifer.passy@ugdsb.on.ca

Tel: 519-822-4420 ext. 820 or Toll Free: 1-800-321-4025

27 June 2019

PLN: 19-076

File Code: R14

Katie Nasswetter
Senior Development Planner
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1

Dear Mr. Nasswetter;

Re: REVISED - OZS18-005
361 Whitelaw Road, Guelph

Planning staff at the Upper Grand District School Board has received and reviewed the above noted notice of revised application and public meeting for the development of four 8- to 9-storey apartment buildings with 492 residential units, two 6-storey apartment buildings with 80 residential units, and 128 stacked, back-to-back townhouses for a total of approximately 700 units.

Please be advised that the Planning Department has no objection to the proposed application, however the conditions submitted in response to the first submission in our letter dated November 7, 2018 (attached) remain applicable.

Further, in order to enhance pedestrian connectivity on the site, we recommend a sidewalk on the south side of the second entrance off Whitelaw Road which would provide a contiguous connection from the proposed trail system, through the parking lot, to the sidewalk on Whitelaw Road.

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

Sincerely,
Upper Grand District School Board

Jennifer Passy, BES, MCIP, RPP
Manager of Planning

Upper Grand District School Board

• Linda Busuttil; Chair
• Mike Foley

• Mark Bailey; Vice-Chair
• Barbara Lustgarten Evoy

• Jolly Bedi
• Martha MacNeil

• Gail Campbell
• Robin Ross

• Jen Edwards
• Lynn Topping

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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

November 7, 2018

PLN: 18-115
File Code: R14
Sent by: mail & email

Katie Nasswetter
Senior Development Planner
Planning Services
City of Guelph
1 Carden Street
Guelph ON N1H 3A1

Dear Ms. Nasswetter;

Re: **Notice of Complete Application OZS18-005**
361 Whitelaw Road, Guelph

Planning staff at the Upper Grand District School Board has received and reviewed the above noted application for a proposed Official Plan and Zoning Bylaw Amendment to permit a residential development comprised of townhouses and apartments with a neighbourhood park.

Please be advised that the Planning Department does not object to the proposed application, subject to the following conditions:

- That Education Development Charges shall be collected prior to the issuance of a building permit
- That the developer agrees to provide the Upper Grand District School Board with a digital file of the plan of subdivision in either ARC/INFO export or DXF format containing parcel fabric and street network
- That the developer shall agree in the site plan agreement/condominium declaration that adequate sidewalks, lighting and snow removal (on sidewalks and walkways) is provided to allow children to walk safely to school or to a designated bus pickup point
- That the developer and the Upper Grand District School Board reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the permanent development sign advising prospective residents that students may be directed to schools outside the neighbourhood
- That the developer agrees in the site plan agreement/condominium declaration to advise purchasers of residential units and/or renters of same, by inserting the following clause in all offers of Purchase and Sale/Lease, until such time as a permanent school is assigned:

"Whereas the Upper Grand District School Board has designated this subdivision as a Development Area for the purposes of school accommodation, and despite the best efforts of the Upper Grand District School Board, sufficient accommodation may not be available for all students anticipated from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside the area, and further, that students may in future have to be transferred to another school."

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Page 2
November 7, 2018

- That the developer shall agree in the site plan agreement/condominium declaration 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."

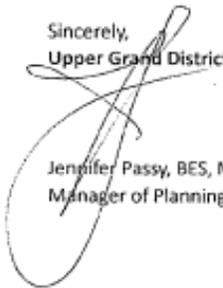
We are supportive of the Traffic Impact Study which recommends that sidewalks be included along the frontage of Whitelaw Road to connect to existing sidewalks on both Paisley Road and Whitelaw Road to the south of the subject property. We are also encouraged to see active transportation infrastructure included throughout the property as outlined in the concept design.

It is unfortunate that the site plan for 0 Paisley Road did not accommodate public pedestrian connections between Elmira Road and Whitelaw Road.

Given the potential for increased student walkers in this area, there may also be a future need for Adult School Crossing Guards to address students crossing to both 361 Whitelaw Road and 0 Paisley Road.

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

Sincerely,
Upper Grand District School Board



Jennifer Passy, BES, MCIP, RPP
Manager of Planning

Attachment 11:

Departmental and Agency Comments



395 Southgate Drive
Guelph, ON N1G 4Y1
Tel: 519-837-4719
Fax: 519-822-4963
Email: mwittemund@guelphhydro.com
www.guelphhydro.com

November 15, 2018

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

Dear Ms. Nasswetter:

Re: 360 Whitelaw Road (File No. OZS18-005)

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

Given the notice for a zone change application, dated October 5, 2018:

1. Hydro supply for this development will be supplied from both Paisley Road and Whitelaw Road.
2. The hydro services for this development will 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 street light poles or pad-mounted transformers. Any relocations required would be done at the owner's expense.

Attachment 11:

Departmental and Agency Comments

-2-

5. A 4.5 metre by 4.5 metre level area will be required for each low-profile, pad-mounted transformer on the property. Each pad-mount transformer will supply approximately eight units. The location of the transformers are to be determined through consultation with the Guelph Hydro Engineering Department.
6. Hydro meter locations are subject to Guelph Hydro standards and requirements.

Sincerely,

GUELPH HYDRO ELECTRIC SYSTEMS INC.

A handwritten signature in black ink, appearing to read 'Michael Wittemund', written in a cursive style.

Michael Wittemund, P.Eng.
VP, Engineering and Operations
MW/gc

Attachment 11:

Departmental and Agency Comments



400 Clyde Road, P.O. Box 729 Cambridge, ON N1R 5W6

Phone: 519.621.2761 Toll free: 866.900.4722 Fax: 519.621.4844 Online: www.grandriver.ca

PLAN REVIEW REPORT: City of Guelph
Katie Nasswetter, Senior Development Planner

DATE: July 3rd, 2019

YOUR FILE: OZS18-005

RE: 360 Whitelaw Road, Guelph

GRCA COMMENT: *

The Grand River Conservation Authority (GRCA) has no objection to the official plan and zoning by-law amendment proposed for 360 Whitelaw Road.

BACKGROUND:

1. Resource Issues:

The subject lands are adjacent to a wetland, and other natural heritage features.

2. Legislative/Policy Requirements and Implications:

We had previously provided comments dated November 5th, 2019 and were satisfied our comments could be addressed through detailed design, site plan and the GRCA permit process.

3. Additional Information/Suggestions provided in an advisory capacity:

- The wetland response was screened through a sensitivity analysis with a focus on the vegetation community and amphibian species within the wetland. The EIS addendum's conclusion that the projected increase in wetland water level per rainfall event are within the tolerances is acceptable.
- The EIS addendum used the feature based monthly water balance analysis provided by GM BluePlan to assess the wetlands response to two Stormwater Management systems. The LID SWM system was projected to result in a 3.6mm increase in wetland water level per rainfall event. The Enhanced LID SWM (including a bioretention cell) was projected to result in a 0.04mm in wetland water level per rainfall event.
- This development is only a portion of the watershed that sustains the wetland feature. To avoid future cumulative impacts the development should strive to achieve a true pre-development water balance. The report demonstrates that the Enhanced LID SWM (with bioretention cell) is more closely matched to pre-development conditions and will result in minimal change to the overall annual runoff volume into the Guelph Southwest Wetland Complex.

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Attachment 11: Departmental and Agency Comments

We trust these comments are of assistance. Should you have any further questions, please contact us.

Yours truly,



Fred Natolochny MCIP RPP
Supervisor of Resource Planning

These comments are respectfully submitted to the Committee and reflect the resource concerns within the scope and mandate of the Grand River Conservation Authority.

cc. Armel Corporation
GSP Group Inc.
County of Wellington, Planning Department

Attachment 11:

Departmental and Agency Comments



COUNTY OF WELLINGTON

PLANNING AND DEVELOPMENT DEPARTMENT
ALDO L. SALIS, B.E.S., M.Sc., RPP, RCIP, DIRECTOR
T 519.837.2600
T 1.800.863.0750
F 519.823.1694

ADMINISTRATION CENTRE
74 WOOLWICH STREET
GUELPH ON N1H 3T9

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

Dear Ms. Nasswetter,

Thank you for circulating the proposed Official Plan Amendment and associated Zoning By-law Amendment to this office for review. It is our understanding that these applications would facilitate the development of approximately 800 dwelling units of various built forms on the site, together with a public park and associated parking and storm water management facilities.

Subject Property

The subject property is approximately 60 ha (148 ac) in size and is partially located within the Township of Guelph/Eramosa and the City of Guelph. The property is designated Prime Agricultural, Core Greenland's and Greenland's in the County Official Plan and designated Low Density Greenfield Residential and Natural Heritage in the City Official Plan.

Urban Fringe

We understand that the proposed development will consist of 5 different apartment buildings, ranging from 8-10 stories and 162 stack townhome and townhome units up to 4 stories in height. The planning justification report indicates an overall density of 137 units/ha will be achieved on the site. Due to the location of the subject property, the proposal would place this high density development immediately adjacent to the City limits and agricultural lands in the County of Wellington.

While we are mindful of the City's desire for intensification at the Elmira Road and Paisley Road Node, this office would ask that consideration be given to providing appropriate transition to adjacent agricultural areas and the rural landscape.

Traffic Impacts

The information received by the Planning Department regarding this development proposal was forwarded on to the Wellington County Engineering Services Department for review and comment. Attached to this letter are comments from Engineering Services.

Attachment 11:

Departmental and Agency Comments

Natural Environment

The natural features present on the subject property are within the County of Wellington and include a provincially significant wetland and a significant wooded area. These features and their natural functions are required to be protected from the negative impacts of the proposed development.

We are in receipt of the Grand River Conservation Authorities (GRCA) comments regarding the proposed development and the environmental impact study submitted by the applicants. The County is supportive of GRCA's comments and requests that the recommendations and mitigation measures identified in the EIS be fully implemented at the appropriate time.

I trust that these comments will be of assistance to you in the review of this matter.

Yours truly,



Jameson Pickard, B.URPL
Planner

cc. Township of Guelph/Eramosa
cc. Pasquale Costanzo, Technical Services Supervisor, County of Wellington



COUNTY OF WELLINGTON

74 WOOLWICH STREET
GUELPH, ONTARIO
N1H 3T9

MEMORANDUM

TO: Jameson Pickard, Planner – County of Wellington

FROM: Pasquale Costanzo, Technical Services Supervisor – County of Wellington

RE: 360 Whitelaw Road, City of Guelph
File: OZS18 - 005

DATE: November 23, 2018

The County Of Wellington Road has reviewed the documents for the proposed 800 dwelling units located at 360 Whitelaw Road. The supplied Traffic Impact Study (TIS) does not adequately address the impacts on the County's transportation system, as 40% of the vehicles leaving the development will head south on Paisley Road (Wellington Road 31). The TIS should address this influx of vehicles onto County's Roads system namely the impacts on the Wellington Road 31 at Wellington Road 32 intersection.

Sincerely



Pasquale Costanzo C.E.T.
Technical Services Supervisor

Attachment 11:

Departmental and Agency Comments



KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

November 29, 2018

Guelph City Clerk
1 Carden Street
Guelph ON N1H 3A1

Dear Guelph City Clerk:

RE: 360 Whitelaw Road- City File OZS18-005
OUR FILE 9902MS

On behalf of the Township of Guelph/Eramosa, we are pleased to submit the Township's department comments for your review prior to the December 10th public meeting.

Thank you for circulating the proposed Official Plan Amendment and Zoning By-law Amendment to the Township of Guelph/Eramosa for review. It is our understanding that these applications would facilitate the development of approximately 800 dwelling units, with a park, associated parking, and stormwater management facilities.

Subject Lands

The subject lands are addressed 7117 Wellington Road 31, with the redevelopment portion of the lands being addressed 360 Whitelaw Road and are located at the corner of Whitelaw Road and Paisley Road. The redevelopment portion of the subject lands are located within the City of Guelph, however the majority of the subject lands are located within the Township of Guelph/Eramosa. The site is approximately 60 hectares in size, 7 of which are located within the City of Guelph. The portion of the lands located within the Township of Guelph/Eramosa are zoned Agricultural (A) and Environmental Protection (EP).

Stormwater Management

We understand that the stormwater management facility is located within the City of Guelph, but outlets to the Township of Guelph/Eramosa. As the existing property currently straddles the municipal boundary, it is expected that the undeveloped portion in the Township of Guelph/Eramosa would ultimately be severed from the developed lands located in the City. At which point the stormwater pond outlet must be secured and protected via easement to the ultimate receiver on the undeveloped lands.

We are in receipt of the County of Wellington comments regarding the proposed redevelopment. The Township is supportive of these comments and requests that the County's comments and recommendations be implemented. Through the site plan approval process, we ask that City staff consider measures to minimize any negative impacts on the adjacent agricultural lands, including trespassing, dumping, etc.

Attachment 11:

Departmental and Agency Comments

Township of Guelph/Eramosa requests that it be circulated on any Notice of Public meeting on this matter. Overall the Township of Guelph/Eramosa is generally supportive of the proposed redevelopment.

Yours truly,

MHBC



Rachel Martin, BES
Planner

cc: Meaghen Reid, Township of Guelph/Eramosa Clerk
Ian Roger, Township of Guelph/Eramosa CAO
Dan Currie, MHBC Planning

Attachment 11:

Departmental and Agency Comments

GWDA

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IDES

October 22, 2018

Ms. Katie Nasswetter
Senior Development Planner
Planning, Urban Design and Building Services
City of Guelph
1 Carden Street
GUELPH, Ontario
N1H 3A1

Dear Ms. Nasswetter:

Re: 360 Whitelaw Road - Proposed Official Plan and Zoning By-law Amendments (File: OZS18-005)

The Guelph and Wellington Development Association is in receipt of the Notice of New Planning Applications dated October 5, 2018 for the above-noted proposal.

The proposed applications will result in the creation of a mixed density residential development consisting of 800 residential units in the form of townhouses and apartment buildings and includes a neighbourhood park.

The northerly portion of the subject lands is located within the West Hills Mixed Use Node, while the southerly part is designated Greenfield Area. The higher density apartment buildings are located on the northerly part of the site and will create the necessary population base to contribute to the viability of the commercial uses within the node. The scale of development transitions to stacked townhouses moving southerly within the property. The entire development is buffered from the existing low density neighbourhood located to the south along Whitelaw Road and adjacent local streets by a neighbourhood park. The scale of development will support existing transit services in the area. To ensure that future development within the City fulfills the objective of residential intensification and provision of a mixed of housing opportunities, it is important for the City to carefully consider their current dated zoning regulations.

We view this proposal as an appropriate form of residential intensification and is consistent with the principles established in the Growth Plan, as well as the Provincial Policy Statement and the City's Official Plan.

Yours truly



Carson Reid
President

Attachment 12: Public Notification Summary

August 24, 2018	Official Plan (OP) and Zoning By-law (ZBL) amendment applications received by the City of Guelph
September 20, 2018	OP/ZBL amendment applications deemed complete
October 4, 2018	Notice of Complete Application for OP/ZBL amendment mailed to prescribed agencies, City departments and surrounding property owners within 120 metres
October 5, 2018	Notice sign for OP/ZBL amendment applications placed on property
November 15, 2018	Notice of Public Meeting for OP/ZBL amendment advertised in the Guelph Mercury Tribune
November 15, 2018	Notice of Public Meeting for OB/ZBL amendment mailed to prescribed agencies, City departments and surrounding property owners within 120 metres
December 10, 2018	Statutory Public Meeting of Council for OP/ZBL amendment applications
May, 2019	Revised OP/ZBL amendment application received by the City of Guelph
June 11, 2019	Revised application circulated to agencies, City departments and mailed to surrounding property owners within 120 metres
June 13, 2019	Notice of Public Meeting for revised OP/ZBL amendment advertised in the Guelph Mercury Tribune
July 10, 2019	2 nd Statutory Public Meeting of Council for OP/ZBL amendment applications
January 20, 2020	Notice of Decision Meeting sent to parties that commented or requested notice
February 10, 2020	City Council Meeting to consider staff recommendation