

716 Gordon Development

The following sets out the concerns/comments of the Mayfield Park Community Association about the new proposal for the development of 716 Gordon, as highlighted in the presentation on July 11, 2023.

1. The development application must comply with every aspect of the existing Official Plan and any site-specific exceptions granted by OMB decision (the terms of which were negotiated and agreed to by the developer and their legal counsel), as well as comply with the terms and spirit of the proposed amended Official Plan.
2. Protection of the trees along the tree-line of Evergreen properties is of paramount concern. In the original application, the developer intended to keep these as a natural buffer. Now, they intend to remove 85% of the trees. Their removal is in contravention of City of Guelph bylaws regarding tree protection, and would eliminate this spectacular and healthy natural buffer for the adjacent low-density properties.
3. Any proposed design and construction activities must be reviewed and monitored to ensure there are no detrimental effects on the adjacent properties, including but not limited to wind, vibration issues, grading changes, water runoff, and tree health.
4. The proposed large, open-air terraces should be removed from the design. In the original Application, the developer's own planning consultant recommended against balconies in a purpose-built student development because of safety and noise concerns.

Given that it is defined as a student development, the inclusion of large open terraces is a planning consideration when there is an adjacent low density neighbourhood.

There is no doubt that outdoor social gatherings will generate excessive noise and detrimentally affect the adjacent low density neighbours. Especially when the developer intends to hold licensed events in these spaces.

Any effect on adjacent existing homeowners that significantly interferes with their use and enjoyment of their own properties is a proper planning consideration.

5. The rear driveway should be modified such that all vehicle access, including large vehicles, are directed underground to minimize noise for adjacent properties.

The MPCA does not object to right turning access to, and exit from the driveway on to Gordon.

6. No change in the definition of the type of development that permits any reduction in the payment of municipal taxes in relation to the building and property should be permitted in light of what will be increased demand on municipal services.

7. A comprehensive review of the traffic safety plan should be undertaken given what will be an exponential increase in foot traffic at the intersection and at the proposed main entrance location. No reduction of set back from the road should be granted to ensure pedestrian and traffic safety.

We ask that the proposed development plan be reviewed and all of these concerns addressed by the developer, before any recommendation to approve it is made.



SHAPING GREAT COMMUNITIES

ABODE VARSITY LIVING INC.

PLANNING JUSTIFICATION REPORT

**In Support of Official Plan and Zoning By-Law
Amendment Applications for
716 Gordon Street, City of Guelph**

August 2010

PLANNERS

URBAN DESIGNERS

LANDSCAPE ARCHITECTS

ABODE VARSITY LIVING INC.

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**In Support of Official Plan and Zoning By-Law Amendment
Applications for 716 Gordon Street, City of Guelph**

August 2010

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1.0 INTRODUCTION

This report has been prepared in support of Official Plan and Zoning By-law Amendment Applications, on behalf of Abode Varsity Living, to permit the development of two purpose-built student apartment buildings (“the Proposed Development”) on land known municipally as 716 Gordon Street, Guelph (the “Site”)(Figure 1). Specifically, the applicant is requesting:

- An Official Plan Amendment to redesignate the Site from ‘General Residential’ to ‘High Density Residential’ with site specific policies; and,
- A Zoning By-law Amendment to rezone the Site from ‘Specialized Service Commercial 1-11 (SC1-11)’ to ‘High Density Apartment (R.4B) Zone’ with site specific regulations.

The Site is approximately 4.2 acres (1.7 hectares) in size and is located on the southeast corner of the Gordon Street and Stone Road East intersection. The Site has 643 feet (196 metres) of frontage on Gordon Street and 383 feet (117 metres) of frontage on Stone Road East. The Site is ideally situated for student apartment buildings as it located immediately south of the University of Guelph campus. Further, the proposed purpose-built student apartments will assist in alleviating the pressure for off-campus student housing in the residential communities that are in close proximity to the University.

The Site is currently occupied by a Best Western Royal Brock Hotel, a three-storey, 104-room, full service hotel with dining conference and amenity features. The Site has operated as a hotel since the 1960s. Topographically, the hotel is sited on a raised elevation (approximately 5 feet or 1.5 metres) and is oriented along the Gordon Street frontage with surface parking to the east. There are a number of mature trees that line the eastern property boundary. Surrounding land uses include residential, commercial, service commercial, professional offices and institutional.

This report and Official Plan and Zoning By-law Amendment Applications have been prepared by GSP Group Inc., in association with Gamsby and Mannerow Ltd., Paradigm Transportation Solutions Ltd. and SRM Architects. The purpose of this report is to describe the development concept, the applicable planning policies and regulations, the supporting studies and the proposed official plan policies and zoning regulations to allow the mixed-use student purpose-built residential apartment buildings.



Figure 1
Site Context

716 Gordon Street, Guelph
 Abode Varsity Living (Student Apartment Project)

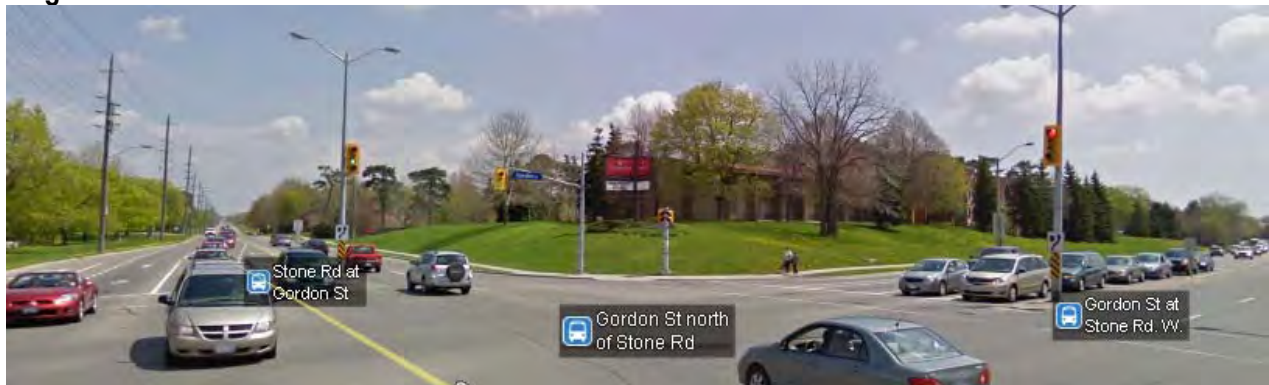
Source: Aerial Imagery 2006, produced using information under license with the Grand River Conservation Authority.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site Description

The Site is located at the intersection of Gordon Street and Stone Road East, immediately adjacent to the University of Guelph. The Site is approximately 4.2 acres (1.7 hectares) in size and has 643 feet (196 metres) of frontage on Gordon Street and 383 feet (117 metres) of frontage on Stone Road East.

Image 1: Intersection of Gordon Street and Stone Road East



Source: Google, 2010

Currently, the Site is occupied by the Best Western Royal Brock Hotel and an associated surface parking lot (Figure 2). Vehicular access to the surface parking lot is from Stone Road East. Both Gordon Street and Stone Road East are 4-lane arterial roads that serve as main thoroughfares in the City of Guelph. As is illustrated in the photograph below, the intersection of Gordon Street and Stone Road East is signalized. The Site is serviced by bus routes on both Gordon Street and Stone Road East.

There are a number of mature trees on the Site, in particular, there is a row of trees that range in height from 50 feet (15 metres) to 60 feet (18 metres) along the eastern property boundary. The Site slopes upwards from Gordon Street and Stone Road East, as is illustrated in Image 1 and 2.

Image 2: Gordon Street, Facing North



Source: Google, 2010



Figure 2
Site

716 Gordon Street, Guelph
 Abode Varsity Living (Student Apartment Project)

Source: Aerial Imagery 2006, produced using information under license with the Grand River Conservation Authority.

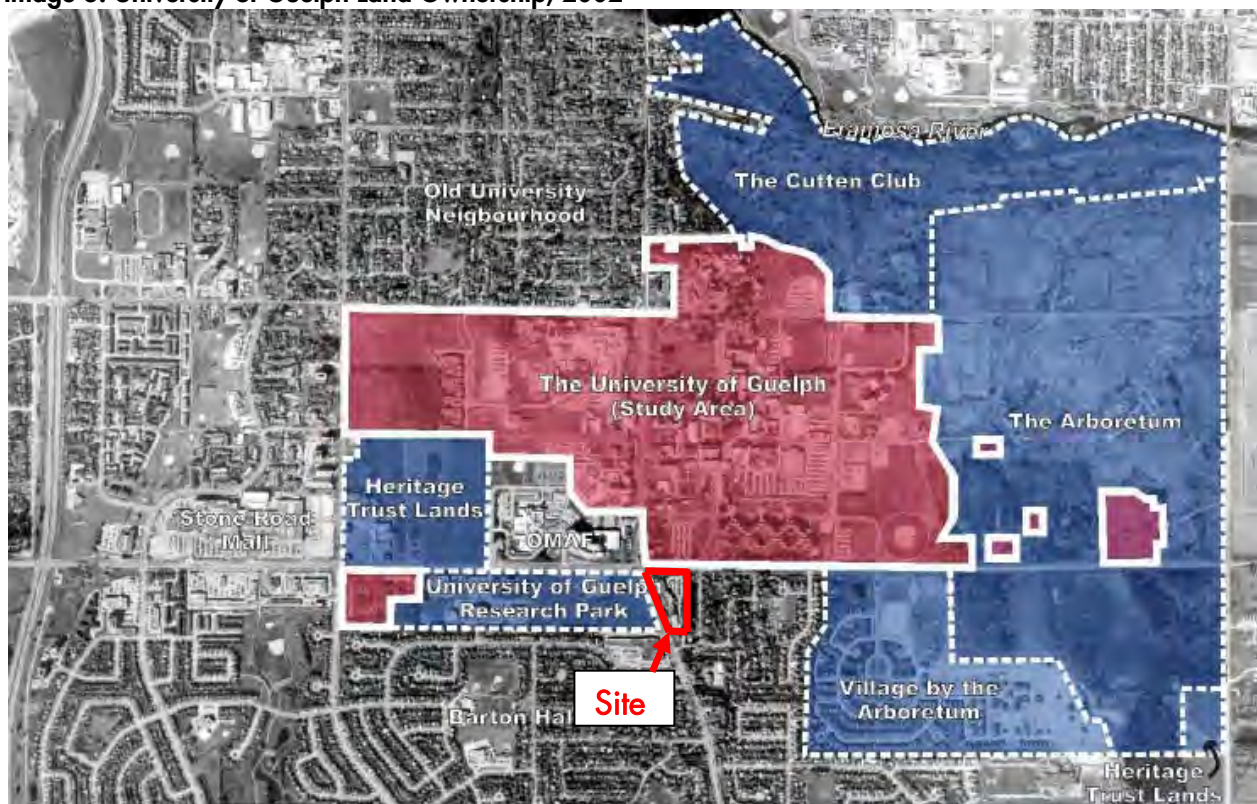


2.2 Surrounding Land Uses

There are a range of land uses surrounding the Site including residential, institutional, professional offices, commercial and service commercial. The range and type of uses reflects the proximity of the area to the University of Guelph.

The University of Guelph campus is generally located north of the Site and encompasses approximately 1,017 acres of land (412 hectares). The campus also includes a 30 acre (12 hectare) research park (Image 3). The University is also developing the Heritage Trust Lands as an extension of the University of Guelph Research Park. There are approximately 20,000 students at the University and approximately one-quarter live in on-campus residences.

Image 3: University of Guelph Land Ownership, 2002



Source: University of Guelph Campus Master Plan, 2002

To the east of the Site is a low rise residential neighbourhood that consists of primarily single detached dwellings as well as a range of residential housing types in the Village by the Arboretum. The residential area includes a mix of 1970s' homes as well as new development (Image 4 and 5). Based on recent work undertaken by the City of Guelph, the residential area includes a number of student rental accommodations.

Image 4: Townhouses on Gordon Street

Source: Google, 2010

Image 5: Evergreen Drive

Source: Google, 2010

To the south of the Site there are a number of commercial and service commercial uses. On the west side of Gordon Street is the Campus Estates Shopping Centre which includes uses such as a grocery store, restaurants, drivers licensing, walk-in clinic and a convenience store. Immediately south of Harvard Road is a Days Inn Hotel. There is also a range of residential uses south of the Site, including single detached dwellings and townhouse dwellings.

To the immediate west of the Site is a new Delta Hotel that is six (6) storeys in height. West of Gordon Street, on Stone Road East is the main branch of the Ministry of Agriculture, Food and Rural Resources and the Guelph Athletic Club. Further west on Stone Road East is the Ontario AgriCentre.

Image 6: Delta Hotel at Gordon Street and Stone Road East

Source: Google, 2010

Image 7: Ministry of Agricultural, Food and Rural Resources (Right), Athletic Club (Left) and Ontario AgriCentre (Left)



Source: Google, 2010

3.0 PROPOSED DEVELOPMENT

Abode Varsity Living is proposing a dedicated student apartment project on the Site ("Proposed Development"). The applicant is committed to developing a leading edge student residence with high quality exterior and interior finishes and extensive on-site amenities (Appendix A). At 14 and 16-storeys in height, the Proposed Development will include 341 units, extensive interior amenity space and structured parking (Figure 3). This residence is intended to target students in their 2nd, 3rd or 4th year of school as well as graduate level students.

The Proposed Development consists of 4 and 5-bedroom units. Each unit will include a large living room, a kitchen, an eating area and 4 to 5 bedrooms, each with its own en-suite bathroom. With approximately 40% of the units being 4-bedroom and 60% being 5-bedroom units, there is a total of approximately 1,500 bedrooms to accommodate students at the University of Guelph. The total floor area of the two buildings will be approximately 677,000 square feet (62,900 square metres). The units will not have balconies to avoid issues related to unsightly storage and outdoor noise and assist in discouraging inappropriate behavior. The building elevations (Appendix A) illustrate faux balconies to add architectural interest.

The Proposed Development will include over 11,000 square feet (1,021 square metres) of amenity area, which will include:

- Café
- Game Room
- Gym
- Laundry Room
- Study Area
- Party Room
- Movie Theatre

The Proposed Development will have a secured entrance and a full-time on-site property manager to maintain the property, coordinate student activities and provide security.

Based on the number of units proposed and the developable land area, the density on the Site is proposed to be 200 units per hectare (uph) with a Floor Space Index (FSI) of 3.7.

The proposed 3-level structured parking will have access from Stone Road East and Gordon Street and will provide for 341 parking spaces. Each parking space is proposed to be 5.5 metres by 2.75 metres. The parking area will have full vehicular access from Stone Road East and right-in/right-out vehicular access from Gordon Street.

A large storage room, indoor storage garbage area and indoor bicycle racks are proposed, as well as a move-in room for the coordination of student move-in/out at peak times. The main pedestrian entrances to the building are proposed to be off of both Gordon Street and Stone Road East, providing convenient connections to the University of Guelph. The location of the building entrances will encourage pedestrians to use the signalized pedestrian crossing at Stone Road East and Gordon Street and will discourage mid-block pedestrian crossings.

SITE STATISTICS
 Site Area : 1.707 ha
 Landscaped Area : approx 40%

PHASE 1

16 STOREY APARTMENT BUILDING

183 Total Units

PARKING REQUIRED

1.0 per residential unit = 183

PHASE 2

14 STOREY APARTMENT BUILDING

158 Total Units

PARKING REQUIRED

1.0 per residential unit = 158

FULL DEVELOPMENT

TWO APARTMENT BUILDINGS:

341 Total Units
 (341/1.707ha = 200 Units Per ha)

PARKING REQUIRED

341 Spaces

PARKING PROVIDED

Surface: 167 Spaces
 Parking Deck: 116 Spaces
 Underground Parking: 58 Spaces

Total Parking 341 Spaces
 (1.0 parking stalls per unit)



1:750



Figure 3
Concept Plan

716 Gordon Street, Guelph

Abode Varsity Living (Student Apartment Project)

Source: SRM Architects

4.0 UNIVERSITY OF GUELPH AND STUDENT HOUSING NEEDS

4.1 University of Guelph

Founded in 1874 as the Ontario Agricultural College, the University of Guelph is a significant part of the City's history, success and economy. Today, the University has approximately 20,000 students enrolled and staff at the University indicated that the student population forecasted to remain fairly stable over the coming years. However, the University of Guelph has experienced significant growth over the last decade. Between 1998 and 2007, the student population grew from approximately 12,500 to 18,500 students (48% increase).

In general, universities are receiving limited funding and as such have limited capital funds for infrastructure projects. With the limited funds that are available, universities are directing the funds to the improvement or expansion of academic buildings. Many universities are looking to the private sector to assist in meeting student housing needs.

The three main modes of transportation to and around the campus are transit, driving and/or walking/cycling. The 2002 Campus Master Plan found that 35% of people travel to campus alone in private vehicles, 5% carry passengers, 3% are dropped off, 23% take public transit, and 35% cycle, walk or arrive by other means.

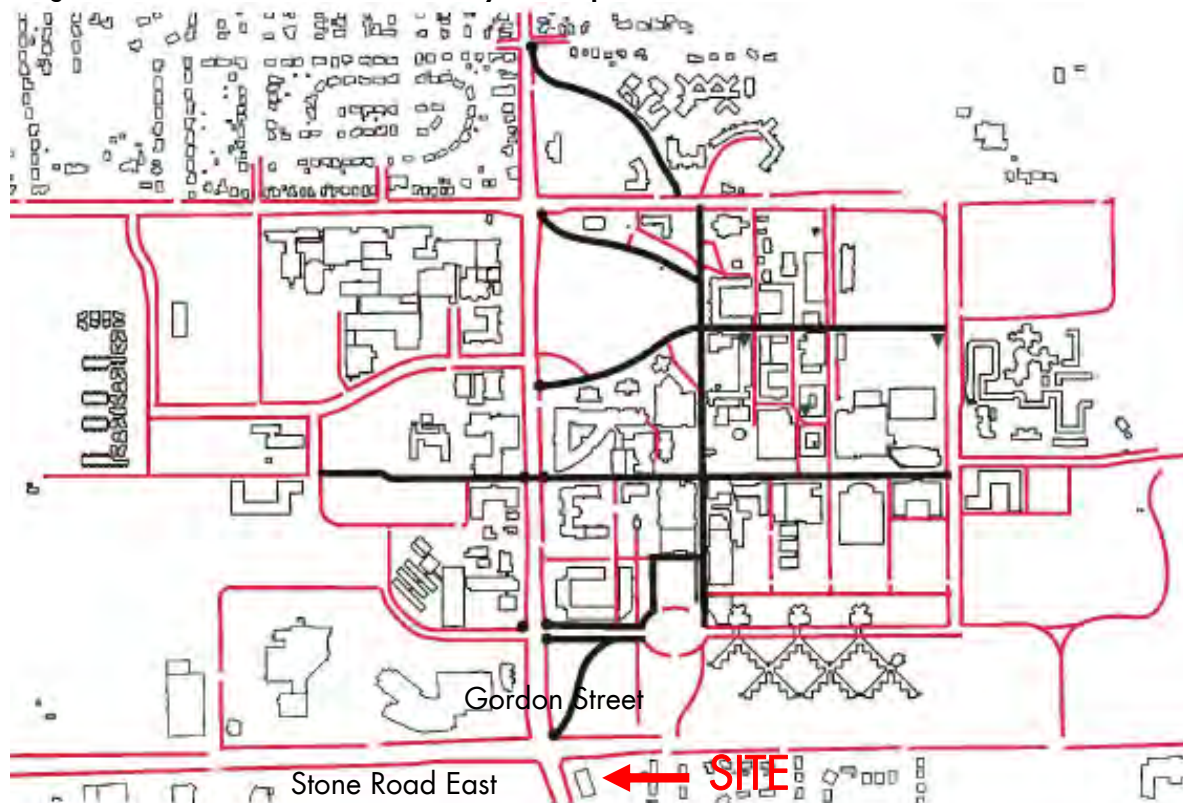
This Site is ideally located to serve those students who prefer to walk or cycle to campus. Staff at the University indicated that they are working with the City to promote walking, cycling and transit as the modes of transportation to and from campus instead of driving.

There are extensive pedestrian pathways around the University, as illustrated on Image 8. There are a number of pedestrian access points to the University that are located immediately adjacent to the Site.

Students at the University receive a free transit pass with payment of tuition. There are four regular transit routes and one express transit route servicing the University. There are also two Greyhound Bus stops around the University, one at Gordon Street and the other at the University Centre. GO Bus service is also provided to the University.

The 2002 Campus Master Plan states that the University has over 5,300 parking spaces and on a given day, there are approximately 800 vacant parking spaces (visitor parking area, residence and remote lots).

Image 8: Pedestrian Paths to the University of Guelph



Source: University of Guelph Campus Master Plan, 2002

4.2 Shared Rental Housing in the City of Guelph

The City of Guelph is currently undertaking a study on shared rental housing across the City, particularly as it relates to the concentration of shared rental housing and the need to stabilize neighbourhoods. Until such time as the study is completed, the City has an Interim Control By-law in place to prohibit the establishment of accessory apartments and lodging houses within the specified portions of Wards 5 and 6 from June 7, 2010 to June 7, 2011.

The purpose of the Study is to develop specific zoning regulations as well as licensing and enforcement measures for shared rental housing. The City defines 'shared rental housing' as lodging houses and two-unit houses (residential dwellings with accessory apartments).

While not specifically stated in the City's interim report on the Study (August 3, 2010), the impetus for the study was issues related to converted student housing around the University of Guelph campus, particularly in the Old University neighbourhood.

Concerns raised by residents of Guelph regarding shared rental housing include:

- *The concentration of shared rental housing is leading to the deterioration/destabilization of some identified neighbourhoods;*

- *Property standards and lack of lot maintenance;*
- *Safety concerns when buildings are not maintained to relevant Fire and Building Code requirements;*
- *Parking concerns, with cars parking on front lawns and boulevards because there is inadequate parking for tenants;*
- *Behavioural issues and nuisance concerns – i.e. parties and noise from tenants of these units; and*
- *An increase in intensity of residential uses where a single detached or semi-detached dwelling is rented in its entirety, including those dwellings which contain an accessory apartment and impacts on parking, behavioural concerns and property standards issues.*

To date, the Planning and Building Services Department has prepared the draft amendments to the Zoning By-law and presented the amendments to Council on August 3, 2010. The proposed amendments deal with the location, density, and intensity of shared rental housing.

The interim report to Council on August 3, 2010 stated that there are currently 53 certified lodging houses and approximately 1,500 registered two-unit houses in the City of Guelph. The 53 certified lodging houses offer 424 lodging units. Over 80% of the lodging units are located in Ward 5 (generally bounded by Kortright Road, Victoria Road, Wellington Street and the Hanlon Parkway). The University of Guelph is located in Ward 5.

The proposed amendments include:

- *Reducing the maximum number of lodging units permitted in the Zoning By-law from 12 to 8 so that lodging houses support 5 to 8 lodging units;*
- *Limiting lodging houses to one kitchen;*
- *Maintaining the 100m separation distance between lodging houses;*
- *Maintaining the current limit of two bedrooms in accessory apartments in the Zoning By-law;*
- *Applying a 100 metre minimum distance separation requirement to two-unit houses (accessory apartments) with 6 or more bedrooms in total e.g. 4 up and 2 down in the Zoning By-law;*
- *Instead of Zoning, the licensing by-law will address the number of rental bedrooms within this two-unit house type and also address the issue of absentee landlords. Approve a licensing program for two-unit houses (accessory apartments) that limit the number of bedrooms that may be rented to 4 bedrooms; and,*
- *Limiting accessory apartments to single detached properties.*

While the proposed zoning regulations will assist the City in controlling the location and size of shared rental housing, the amendments, in effect, reduce the ability to provide the levels of student housing required in close proximity to the University. The 100 metre separation required between shared rental housing will push student housing further apart and in effect, further from the University campus.

The Proposed Development provides an opportunity to develop a significant amount of new student housing at the intersection of two arterial roads, at the edge of the residential community and in close proximity to the University. The Proposed Development will ease the pressure currently experienced in the neighbourhoods surrounding the University to accommodate student housing in single and semi-detached dwellings.

Furthermore, the design, location and program design for the Proposed Development addresses a number of the concerns expressed by residents through the shared rental housing study, by:

- Decreasing the pressure on residential neighbourhoods to accommodate student housing needs;
- Constructing to current fire and building standards, including a security system to address safety concerns;
- Providing parking in controlled, structured parking and is assigned to specific units;
- Providing convenient pedestrian access to the University; and,
- Providing an on-site manager to address any behavioural issues and nuisance concerns.

5.0 LAND USE POLICY AND REGULATORY CONTEXT

5.1 Provincial Policy Statement (2005)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Policy Statement is issued under the authority of Section 3 of the Planning Act and came into effect March 1, 2005. Section 3 requires that, "decision affecting planning matters shall be consistent with policy statements issued under the Act".

The PPS focuses on building strong, healthy, and liveable communities by encouraging efficient and cost effective development and land use patterns.

1.1.1 Healthy liveable and safe communities are sustained by:

- a) promoting efficient development in land use patterns which sustain the financial well-being of the Province and the municipalities over the long term;*
- b) accommodating an appropriate range in mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health safety concerns.*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting cost-effective development standard to minimize land consumption and servicing costs;*

The PPS promotes intensification and redevelopment through a number of policies, including Section 1.1.2, which states that "sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years".

Section 1.4 of the PPS states that an appropriate range of housing types and densities shall be provided to meet the needs of current and future residents. Further, Section 1.4 states that new housing densities which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas shall be promoted.

Planning authorities are also required to set minimum intensification and redevelopment targets with built-up areas; however, where "provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas". Planning authorities

are to identify and promote opportunities for intensification and redevelopment within the existing building stock or areas.

Section 1.8 states that in order to support energy efficiency and improved air quality, land use and development patterns shall:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where these exist or are to be developed;*
- d) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and*
- e) promote design and orientation which maximize the use of alternative or renewable energy, such as solar and wind energy, and the mitigating effects of vegetation.*

5.2 Places to Grow Plan (2006) and Built Boundary (2008)

The Ministry of Public Infrastructure and Renewal (PIR) released the Growth Plan for the Greater Golden Horseshoe ("Growth Plan") in 2006 to manage growth in Ontario. Similar to the PPS, the objectives of the Growth Plan include:

- Creating complete communities (live, work, and play);
- Offering a range of housing types;
- Discouraging urban sprawl and protect agricultural and open space lands; and
- Providing a range of transportation opportunities (walking, cycling, and public transport).

In 2008, PIR released the Built Boundary for the Growth Plan. The Built Boundary Report delineates the 'built-up area' boundaries and provides the boundary maps for each single- and upper-tier municipality in the Greater Golden Horseshoe. The Site is located within the built-up area of Guelph.

Section 2.2.3.1 of the Plan states that a minimum of 40 percent of new residential development must occur within the built-up areas of each municipality by 2015. The Growth Plan also states that "communities will need to grow at transit-supportive densities, with transit-oriented street configurations". Essentially, the Province is seeking to intensify urban areas like Guelph to accommodate future population and economic growth in a more compact urban form to make more efficient use of existing and planned infrastructure.

Section 2.2.2 states that population and employment growth will be accommodated by, amongst others:

- *Directing a significant portion of new growth to the built-up areas of the community through intensification;*
- *Focusing intensification in intensification areas;*

- *Building compact, transit-supportive communities in designated Greenfield areas;*
- *Reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments;*
- *Providing convenient access to intra- and inter-city transit; and,*
- *Encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.*

5.3 City of Guelph Official Plan (2006)

The City of Guelph Official Plan ("OP") was approved on November 1, 1994 and consolidated in November of 2006. The City is currently in the process of updating the Official Plan, and released in May of 2010 the 'Draft Envision Guelph Official Plan' for review and comment. Until such time as the draft Official Plan is adopted by Council and approved by the Ministry of Municipal Affairs and Housing (MMAH), the existing OP remains in force and effect.

The OP designates the Site as 'General Residential' on Schedule 1 of the OP (Figure 4). Schedule 2 illustrates that the Site forms part of the 'Arnell Springs Water Resource Protection Area' (Figure 5).

5.3.1 General Policies

The major goals of the OP, as set out in Section 2.3, include but are not limited to:

- *Maintain the quality of life, safety and stability of the community.*
- *Promote a compact and staged development pattern to maintain the distinct urban/rural physical separation and to avoid sprawl and premature development.*
- *Ensure that any development in established areas of the City is done in a manner that is sympathetic and compatible with the built form of existing land uses.*
- *Promote energy conservation and climate change protection through land use planning, the development approvals process and through other municipal initiatives.*
- *Respect and encourage the protection and enhancement of the natural environment, other distinctive features of the landscape and the associated ecological functions to support a healthy and diverse ecosystem both within and beyond the City limits.*
- *Ensure that an adequate supply and range of housing types and supporting amenities are provided to satisfy the needs of all residents.*
- *Plan and design an efficient and attractive urban landscape that reinforces and enhances Guelph's sense of place and image while acknowledging innovative design opportunities.*

Urban Form

Section 3.3 of the OP outlines the general urban form policies for development across the City. In general, the OP promotes compact urban form and a "gradual expansion of existing urban development" by, amongst other items:

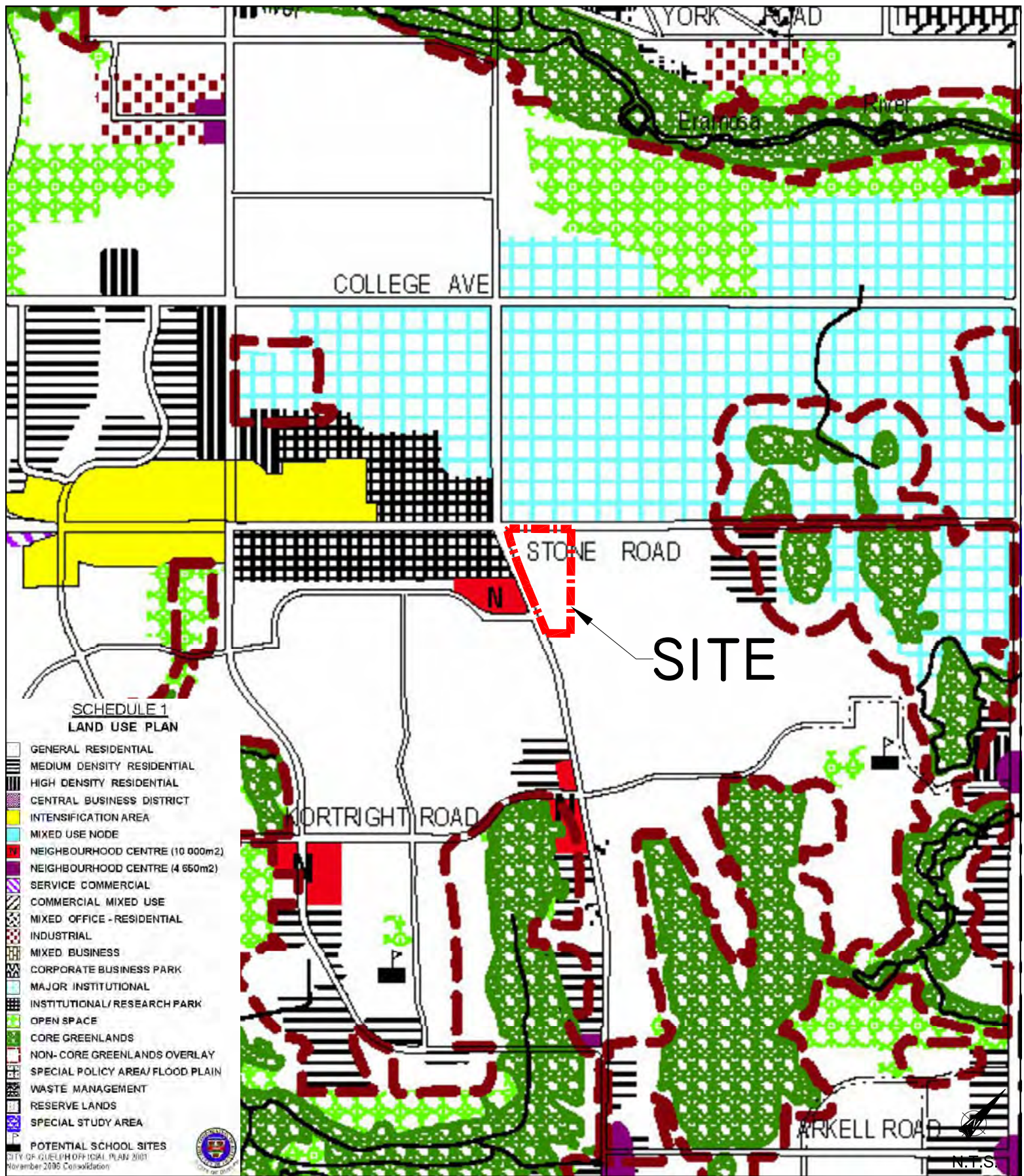


Figure 4
 City of Guelph Official Plan - Land Use Plan
 716 Gordon Street, Guelph
 Abode Varsity Living (Student Apartment Project)

Source: City of Guelph Official Plan - Land Use Plan 2001 (Schedule 1)



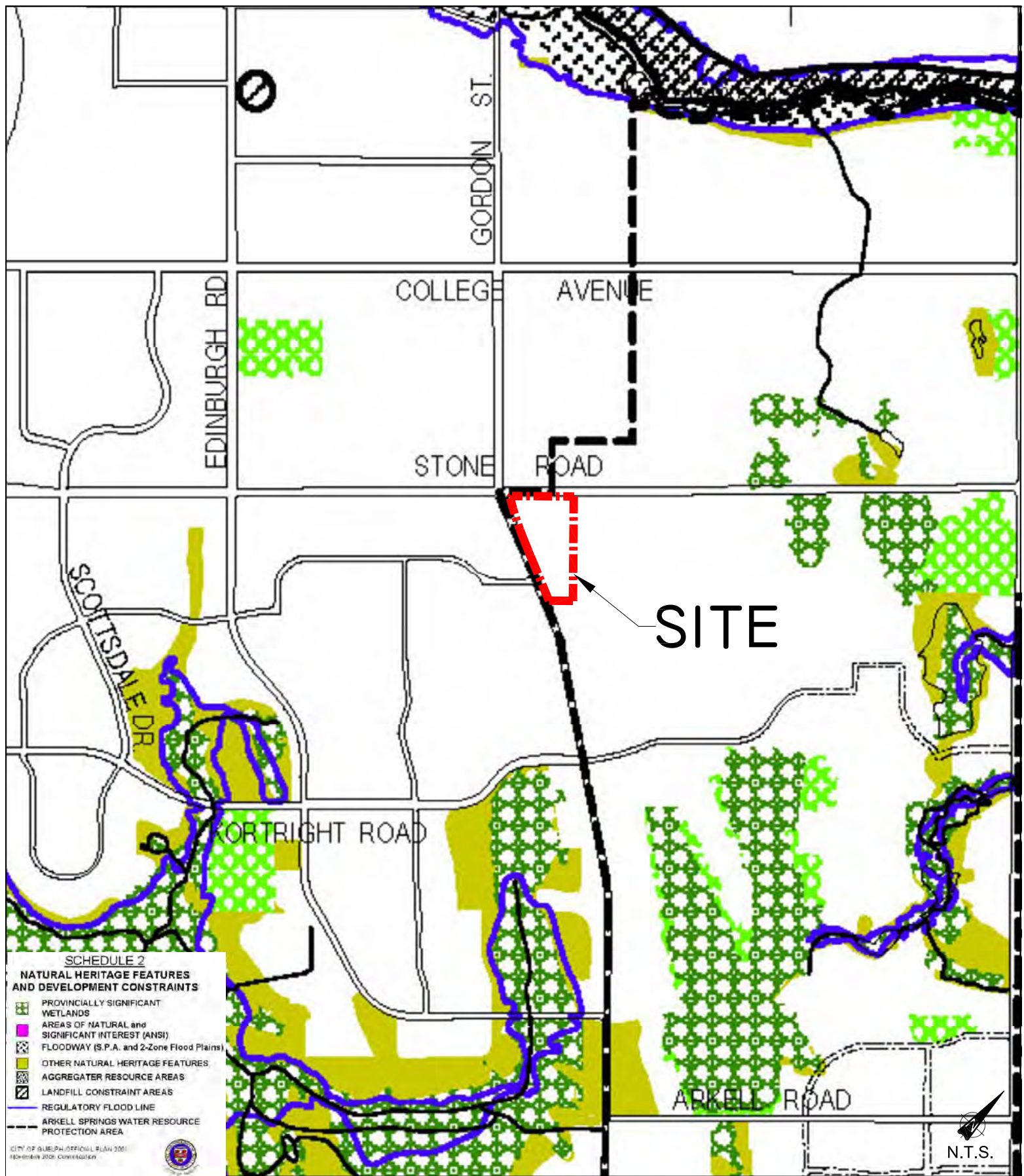


Figure 5
 City of Guelph Official Plan - Natural Heritage
 716 Gordon Street, Guelph
 Abode Varsity Living (Student Apartment Project)
 Source: City of Guelph Official Plan - Natural Heritage Features & Development Constraints 2001 (Schedule 2)

- a) *Encouraging intensification and redevelopment of existing urban areas in a manner that is compatible with existing built form;*
- b) *Encouraging a gradual increase in the average residential density of the community;*
- d) *Encouraging intensification of residential, commercial, industrial and institutional areas to maximize efficient use of municipal services;*
- e) *Promoting mixed land uses in appropriate locations throughout the City to provide residents opportunities to live, learn, work, shop, recreate, gather and worship in close proximity.*
- f) *Encouraging the identification of specific locations suitable for mixed use development (e.g. arterial road corridors, major intersections, designated mixed use nodes) linked to each other by the major transportation and transit networks and integrated through pedestrian access to nearby neighbourhoods and employment areas;*
- g) *Promoting a range of building types and innovative designs to meet the diverse needs of the community and encouraging community buildings to be multi-functional;*
- h) *Maintaining an ongoing commitment to environmentally responsible development through an integrated approach that balances economic and cultural needs with environmental and social responsibilities.*
- i) *Promoting reuse, revitalization and redevelopment of commercial or industrial sites that are under-utilized or no longer in use.*

Further, Section 3.3 of OP promotes sustainable development through ecological planning systems and encouraging the use of environmentally-friendly design concepts.

Urban Design

Section 3.6 of the OP outlines a number of urban design policies, including policies on safety and accessibility. Policies include, but are not limited to:

- e) *To ensure that the design of the built environment strengthens and enhances the character of the existing distinctive landmarks, areas and neighbourhoods of the City.*
- h) *To encourage compatibility and quality in the built environment while allowing for a diverse expression of site design by establishing design principles and guidelines to encourage excellence in design.*
- k) *To improve the conditions for greater personal security within publicly accessible spaces by designing them to make them attractive to the public, increase the potential for informal surveillance and reduce opportunities for crime.*
- l) *To design space that is accessible to all, regardless of personal limitations.*
- m) *To preserve and enhance the existing protected views and vistas of Guelph's built and natural features, identify potential new views and vistas and establish means to protect these from encroachments or discordant elements.*

Section 3.6.9 states that new buildings are encouraged to be designed to reflect the visual character and architectural/building material elements found in the older, established areas of the City. Further, Section 3.6.10 states that buildings should be oriented towards the street and

should have front façades with entrances and windows that respect the rhythm and frequency of the prevailing neighbourhood pattern.

Barrier Free Environment

Section 3.7 of the OP outlines policies regarding the provision of a barrier free environment. Policies speak to encouraging accessibility for all age groups. Specifically, Section 3.7.5 states that the City will require all new buildings to be accessible to persons with disabilities in accordance with the provisions of the Ontario Building Code.

Energy Conservation and Climate Change Protection

Policies related to energy conservation are contained in Section 3.8 of the OP. The goal of the OP is to promote compact urban form, ensure efficient site planning and design, encourage energy efficient building design and reduce energy. Section 3.8.6.2 states that the “City will encourage innovative design, that optimizes the potential for alternative energy technologies, energy production and conservation”. Further, Section 3.8.6.3 states that the “City will encourage the retention of woodlands and expansion of tree cover to assist in moderating micro-climatic conditions in localized areas of the City”.

Arkell Springs Water Resource Protection Area

Section 4.3.8 of the OP states that development activities within the Arkell Springs Water Resource Protection Area shall not impair the quality and groundwater recharge capabilities of the ‘Protection Area’.

5.3.2 Residential Land Use Designations

The OP includes three residential land use designations: ‘General Residential’, ‘Medium-Density Residential’ and ‘High-Density Residential’. Section 7.2 outlines the general objectives for all residential designations, including, but not limited to the following:

- a) To ensure an adequate amount of residential land to accommodate the anticipated population growth over the planning period.*
- b) To ensure proper location and suitable distribution for the various housing types necessary to accommodate a diversity of lifestyles and housing needs.*
- d) To maintain the stability and character of the built forms in existing established residential neighbourhoods.*
- e) To encourage residential development in those areas where the necessary municipal services and related physical infrastructure are currently available.*
- g) To direct the location of future higher density housing to ensure an orderly but efficient pattern of residential land use.*
- j) To promote housing initiatives to facilitate community revitalization, a more compact urban form and an increased variety of housing alternatives.*

- k) To promote innovative housing types and forms in order to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups.*

Section 7.3.9 of the OP states that the City will encourage the majority of new multiple unit residential buildings shall be designed to accommodate singles, couples, students and senior citizens. The City will also encourage, where possible, an adequate supply and mix of affordable housing by supporting student housing developments conveniently accessible to the University of Guelph.

Section 7.2.7 of the OP permits multi-unit residential buildings, including apartments, on land designated as Residential. Multi-unit residential development proposals are to be evaluated with the following criteria:

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

These criteria are also to be used in evaluating a rezoning application to permit a new multi-unit residential building.

All housing forms are permitted in the 'General Residential' designation, including multi-unit residential buildings (subject to Section 7.2.7). Section 7.2.32 of the OP states that within the 'General Residential' designation, the net density of development shall not exceed 100 units per hectare (40 units/acre). Also, Section 7.2.33 states that the physical character of existing established low density residential neighbourhoods will be respected wherever possible.

Land designated 'High Density Residential' is predominately for multiple unit residential buildings (i.e. apartments) and is intended to provide for:

- a) High density housing forms in new growth areas to assist in providing opportunities for affordable housing;*
- b) Greater housing densities that are supportive of transit usage adjacent to major roads forming the existing and future transit network;*
- c) A variety of housing types and forms to be situated throughout all areas of the community; and*
- d) Supportive of urban form objectives and policies to establishing or maintaining mixed-use nodes.*

Section 7.2.43 states that the minimum net density for 'High Density Residential' is 100 units per hectare and maximum net density is 150 units per hectare (61 units/acre). In considering the establishment of a new high density residential use, the criteria of Section 7.2.7 shall be evaluated, as well as the following:

- a) That the proposal is located in proximity to major employment, commercial and institutional activities; and*
- b) That the proposal is located on an arterial or collector road.*

5.3.3 Official Plan Amendment Application

Section 9.3.2 of the OP sets out the items to consider for an Official Plan Amendment, which includes:

- a) The conformity of the proposal to the goals and objectives of this Plan;*
- b) Suitability of the site or area for the proposed use, especially in relation to other sites or areas of the City;*
- c) Compatibility of the proposed use with adjacent land use designations;*
- d) The need for the proposed use, in light of projected population and employment targets;*
- e) The market feasibility of the proposed use;*
- f) The extent to which the existing areas of the City designated for the proposed use are developed or are available for development;*
- g) The impact of the proposed use on sewage, water and solid waste management systems, the transportation system, community facilities and the natural environment; and*
- h) The financial implications of the proposed development.*

5.4 Conformity with the Growth Plan - Official Plan Amendment 39 (2009)

The City of Guelph adopted Official Plan Amendment 39 (OPA 39) – Conformity with the Planning Framework of the Growth Plan for the Greater Golden Horseshoe - on June 10, 2009. OPA 39 was approved by MMAH on November 20, 2009.

The purpose of OPA 39 was to bring the City of Guelph Official Plan into conformity with the planning framework established in the Growth Plan, particularly the growth targets to 2031. OPA 39 also implemented recent changes to the *Planning Act* through Bill 51 such as the conversion of employment land.

OPA 39 included a new land use schedule, "Schedule 1B: Growth Plan Elements". Schedule 1B identifies the Site as part of an "Intensification Corridor" that is located on Gordon Street from Stone Road to Clair Road (Figure 6). OPA 39 states that:

Intensification Corridors are those areas along major roads that are well served by transit and have the potential to provide a focus for higher density mixed use

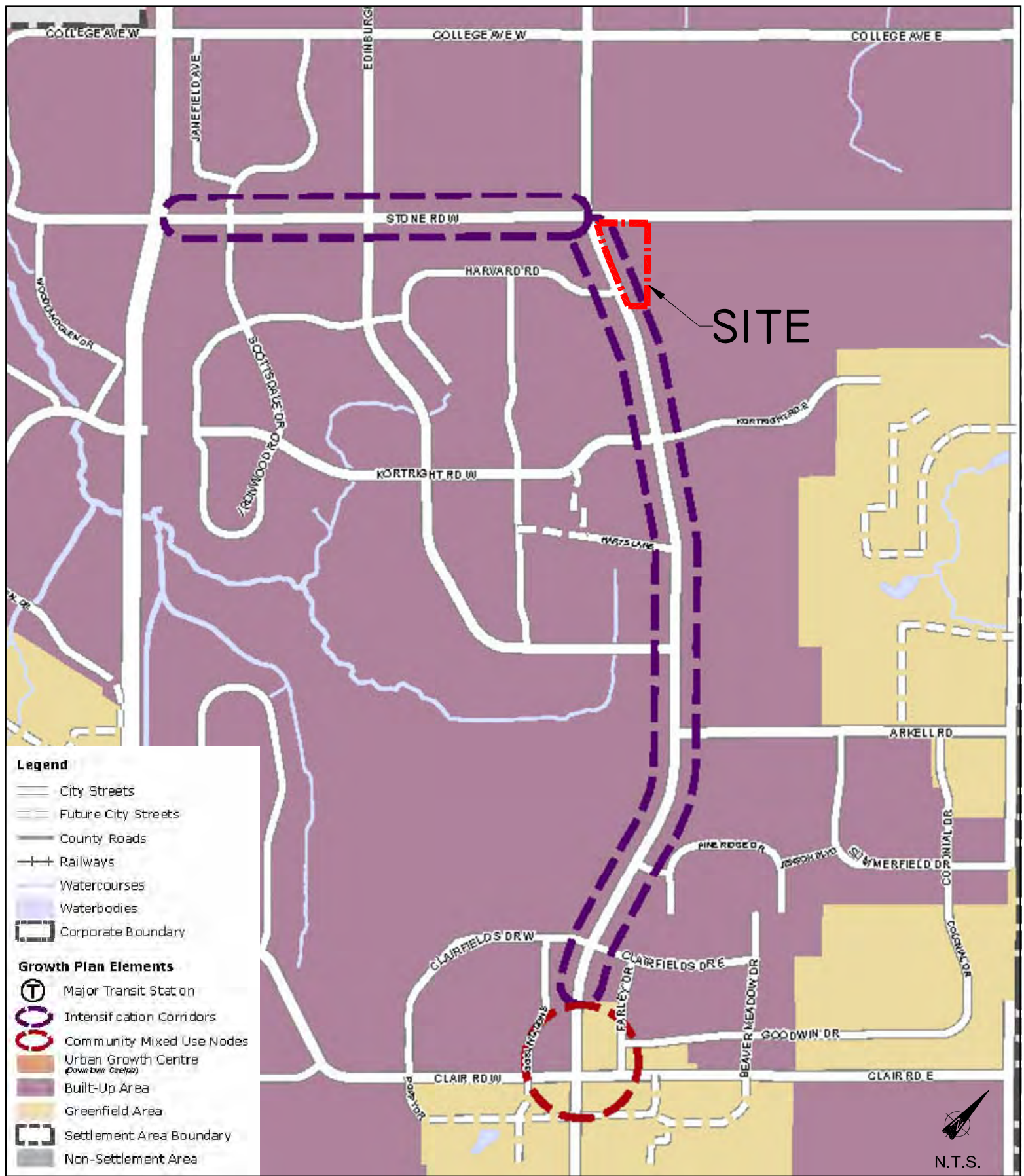


Figure 6
 City of Guelph Official Plan - Growth Plan Elements
 716 Gordon Street, Guelph
 Abode Varsity Living (Student Apartment Project)
 Source: City of Guelph Official Plan - Growth Plan Elements (Schedule 1B)



development. These areas are shown on Schedule 1B and include several areas that will be planned to accommodate higher density mixed uses.

Intensification Corridors are to be planned so as to achieve increased residential and employment densities, a mix of uses and a range of local services. Policy 2.4.5.1 states that within the built-up area, the following policies apply:

- a) By 2015 and for each year thereafter, a minimum of 40% of the City's annual residential development will occur within the City's built-up area as identified on Schedule 1B. Provision may be made for the fulfilment of this target sooner than 2015.*
- b) The City will promote and facilitate intensification throughout the built-up area, and in particular within the urban growth centre (Downtown), the community mixed use nodes and the intensification corridors as identified on Schedule 1B "Growth Plan Elements".*
- c) Vacant or underutilized lots, greyfield, and brownfield sites will be revitalized through the promotion of infill development, redevelopment and expansions or conversion of existing buildings.*
- d) The City will plan and provide for a diverse and compatible mix of land uses, including residential and employment uses to support vibrant communities.*
- e) A range and mix of housing will be planned, taking into account affordable housing needs and encouraging the creation of secondary suites throughout the built-up area.*
- f) Intensification of areas will be encouraged to generally achieve higher densities than the surrounding areas while achieving an appropriate transition of built form to adjacent areas.*
- g) The City will plan for high quality public open space with site design and urban design standards that create attractive and vibrant spaces.*
- h) Development will support transit, walking, cycling for everyday activities.*
- i) The City will identify the appropriate type and scale of development within intensification areas and facilitate infill development where appropriate.*

5.5 City of Guelph Zoning By-Law (1995)

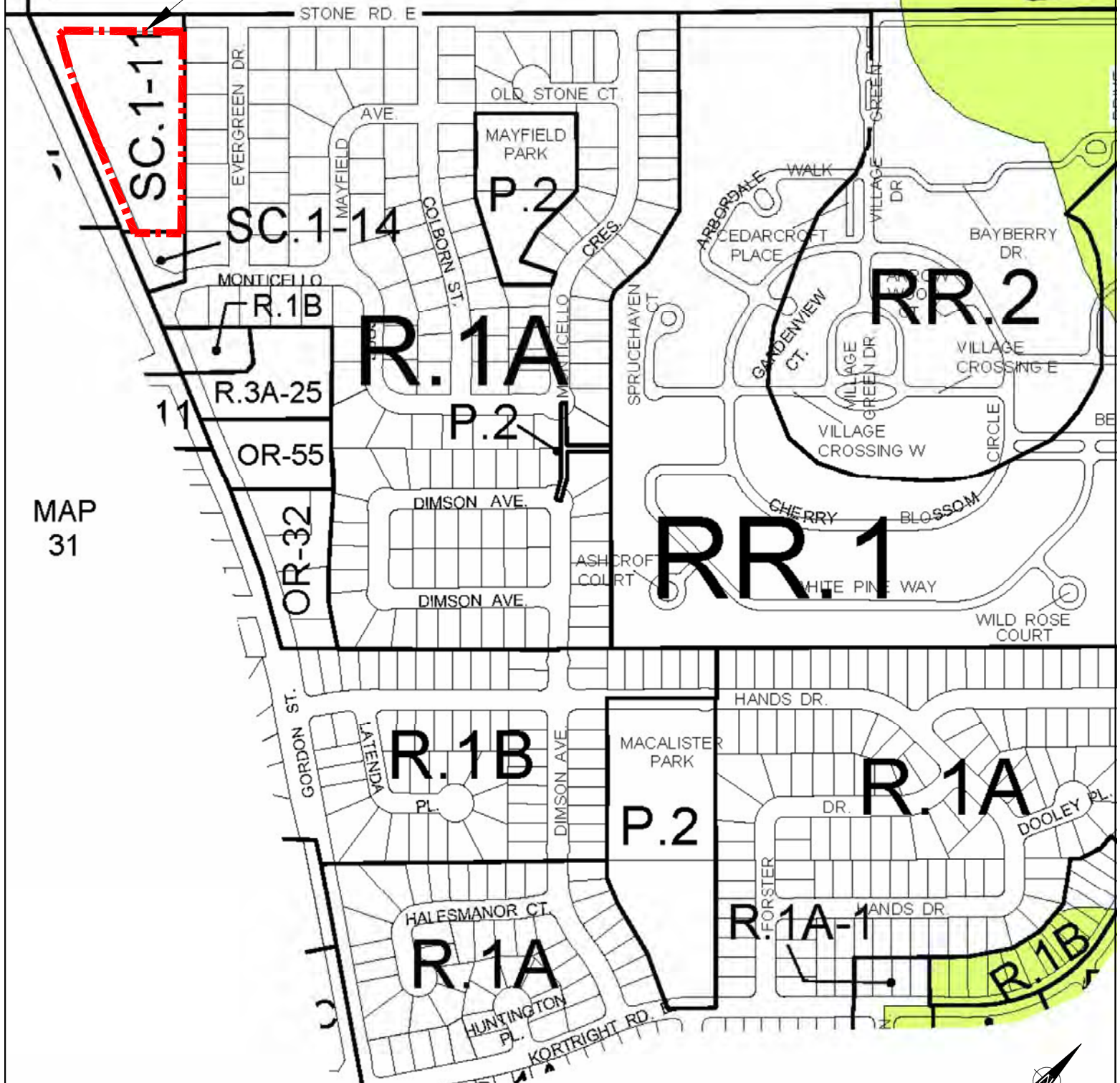
The City of Guelph Zoning By-law (1995)-14864, zones the Site as 'Specialized Service Commercial 1-11 (SC.1-11) Zone' on Schedule 40 (Figure 7). Uses permitted in the SC.1-11 Zone are limited to hotels, accessory uses and occasional uses. The applicant is requesting that the Site be rezoned to 'High Density Apartment (R.4B) Zone' to permit the Proposed Development.

Uses permitted in the R4.B Zone are limited to:

- Apartment Building
- Accessory Uses
- Home Occupation

The following are the standard site development regulations of the R.4B Zone.

SITE



MAP 31

MAP 41



LANDS ADJACENT TO PROVINCIALY SIGNIFICANT WETLANDS
(See Section 13.3)



Figure 7
 City of Guelph Zoning By-Law
 716 Gordon Street, Guelph
 Abode Varsity Living (Student Apartment Project)

Source: City of Guelph Zoning By-Law 2006, Map 40

Table 5-1: Zoning By-law Regulations for R.4B Zone

Maximum Density	150 units per hectare
Minimum Lot Area	650 sq.m.
Minimum Lot Frontage	15 m
Minimum Front & Exterior Side Yard	21 metres from centerline of Gordon Street and 24 metres from centerline of Stone Road East (6 metres from property line to building)
Minimum Side Yard	Equal to one-half the Building Height but not less than 3 metres and minimum 7.5 metres where a side yard faces a habitable room
Minimum Rear Yard	Equal to 20% of the Lot Depth or one-half of the Building Height, whichever is greater, but in no case less than 7.5 metres
Minimum Landscaped Open Space	40% of the Lot Area
Buffer Strip	Required
Floor Space Index (FSI)	1.5
Maximum Height	10 storeys
Angular Plane	Maximum of 45°
Distance – Two Buildings on Same Lot	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
Buffering	Where an R.4 Zone abuts any other Residential Zone a Buffer Strip shall be developed

The By-law requires 30 sq.m. of common amenity area per dwelling unit for each unit up to 20. For each additional dwelling unit, a minimum of 20 sq.m. of common amenity area is required. Based on 341 units, 7,020 sq.m. of common amenity space is required. The By-law defines a 'Common Amenity Area' as:

An amenity area which is located inside or outside a structure including open landscape areas, building rooftops, patios, terraces, above ground decks, swimming pools, tennis courts and the like.

Section 4.13 sets out the parking regulations, including the number and location of spaces. The By-law requires 1.5 spaces per unit for the first 20 units and 1.25 spaces per unit in excess of 20 units. Based on 341 units, the By-law would require 431 parking spaces. The required parking spaces shall include 4 accessible parking spaces. Section 4.13.3.2.3 states that the minimum exterior parking space dimensions are 2.5 metres by 5.5 metres.

Section 4.13.2.2 states that in an R.4 Zone, every parking space shall be located in the side or rear yard provided that no parking space is located within 3 metres of any lot line. Further, Section 4.13.2.2.1 states that despite Section 4.13.2.2, visitor parking (to a maximum of 25% of the required parking) may be located in the Front Yard or Exterior Side Yard. No driveway or surface parking is permitted within 3 metres of a building entrance or window to a habitable room.

5.6 Draft Envision Guelph Official Plan (2010)

The City of Guelph released the draft Envision Guelph Official Plan (“draft OP”) in April of 2010. Schedule 1 to the draft OP illustrates the Site as forming part of an ‘Intensification Corridors’ (Figure 8). Schedule 2 to the draft OP designates the Site ‘General Residential (Built-Up Area)’ (Figure 9). Schedule 9 to the draft OP illustrates on-road bicycle routes on both Gordon Street and Stone Road East.

Section 3.7.3 (Objectives) of the draft OP states that within the built-up area, the following intensification policies apply:

- *The City will promote and facilitate intensification throughout the built-up area, and in particular within the urban growth centre (Downtown), the community mixed use nodes and the intensification corridors as identified on Schedule 1 - Growth Plan Elements.*
- *The City will plan and provide for a diverse and compatible mix of land uses, including residential and employment uses to support vibrant communities.*
- *A range and mix of housing will be planned, taking into account affordable housing needs and encouraging the creation of accessory apartments throughout the built-up area.*
- *Intensification areas will be encouraged to generally achieve higher densities than the surrounding areas while achieving an appropriate transition of built form to adjacent areas.*
- *The City will plan for high quality public open space with site design and urban design standards that create attractive and vibrant spaces.*
- *Development will support transit, walking and cycling for everyday activities.*

Intensification Corridors are to be planned so as to achieve increased residential and employment densities, a mix of uses and a range of local services.

5.6.1 Draft Urban Design Policies

The draft OP includes a number of policies related to urban design (Section 7 of the draft OP). Section 7.8 states that new buildings should address the street and have front facades with entrances and windows facing the street. Corner buildings are to address both streets by providing two articulated façades facing the street. Buildings that are adjacent to the street edge and have high public visibility shall be designed to incorporate elements such as increased height, roof features, building articulation, and high quality finishes and windows. Section 7.8 also states that building facades that are visible along a public street and are greater than 30 metres in length are to incorporate recesses, projections, windows or awnings, colonnades and landscaping along at least 20% of the length of the façade.

Section 7.11 outlines specific urban design policies for high-rise buildings (greater than six storeys). The draft OP promotes tall buildings as landmarks that have a clear bottom, middle and top. Buildings that are 5 storeys or higher are encouraged to be “slender and elegant tall

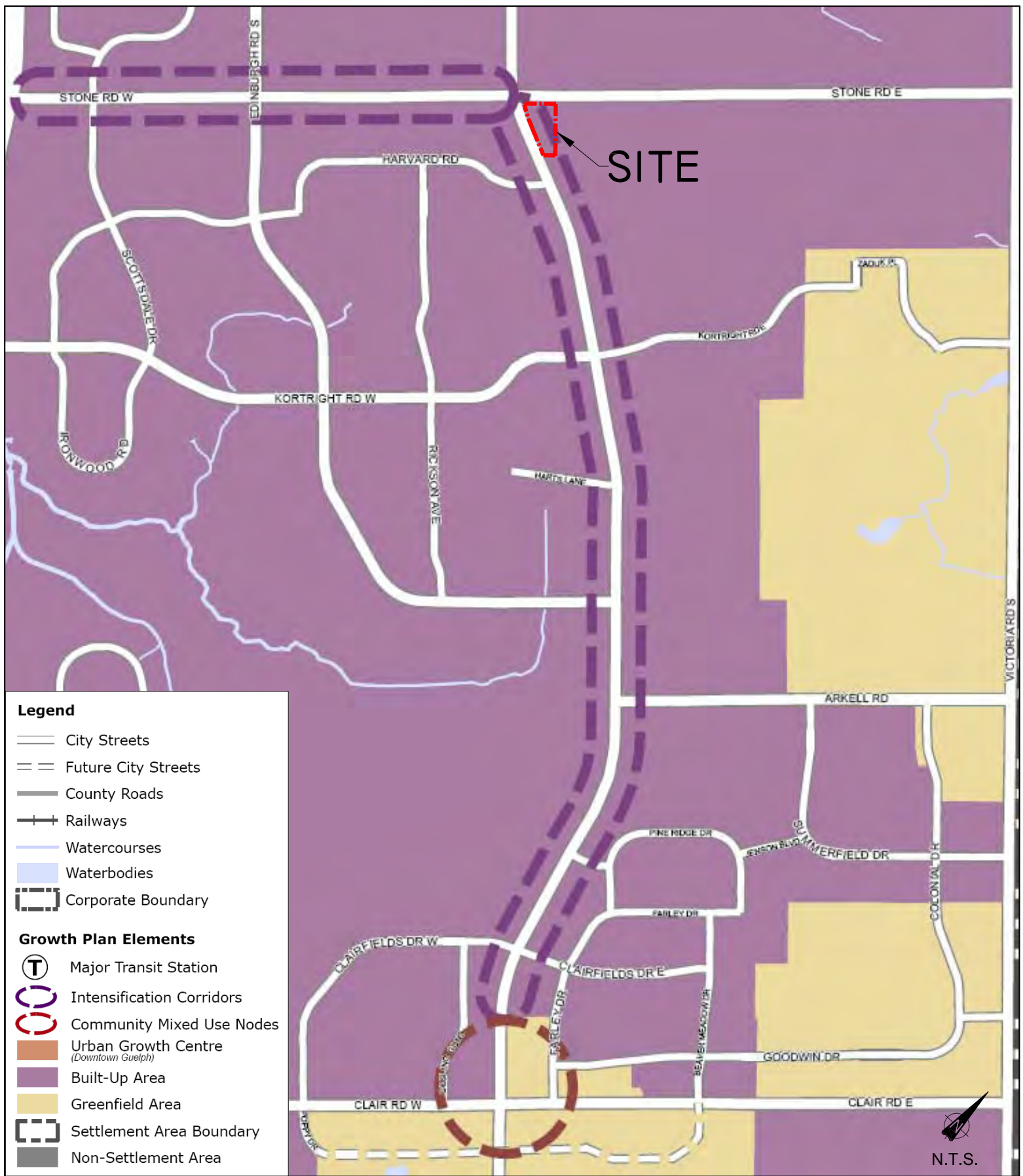


Figure 8
 Draft Envision Guelph Official Plan - Growth Plan Elements
 716 Gordon Street, Guelph
 Abode Varsity Living (Student Apartment Project)

Source: Draft Envision Guelph Official Plan - Growth Plan Elements, April 2010 (Schedule 1)



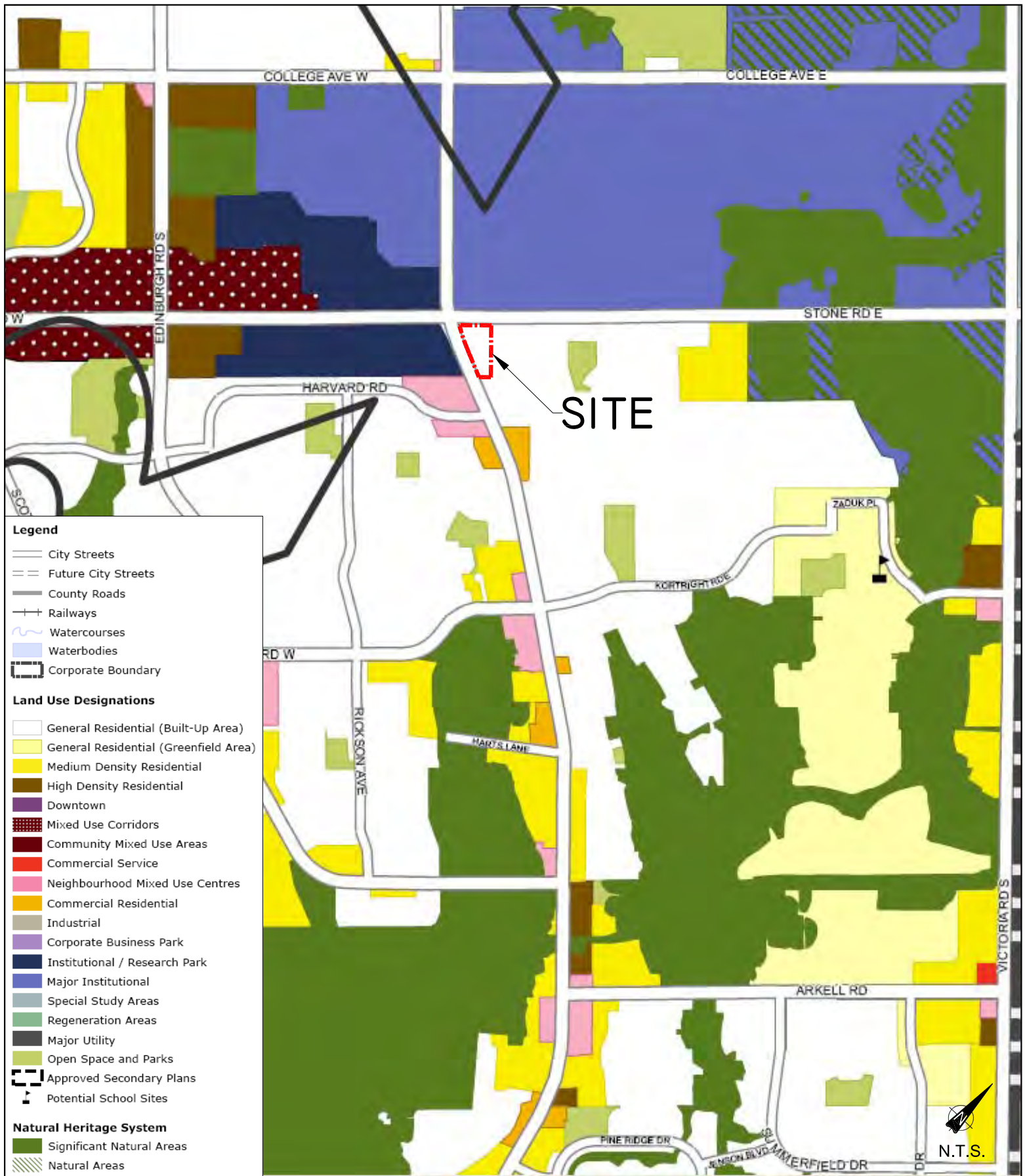


Figure 9
 Draft Envision Guelph Official Plan - Land Use Plan
 716 Gordon Street, Guelph
 Abode Varsity Living (Student Apartment Project)

Source: Draft Envision Guelph Official Plan - Land Use Plan, April 2010 (Schedule 2)



buildings". Structured parking is permitted, where appropriate, on land with high-rise buildings. Built-form studies address issues of massing, shadows and views (see Section 9.2 of this report). Section 7.13.2 states that "where proposed buildings exceed the built height of adjacent buildings, the City may require the new buildings to be stepped back, terraced or set back to reduce adverse impacts on adjacent properties and/or the streetscape".

5.6.2 Residential Land Use Designations

Section 8.3.2.1 of the draft OP states that residential development proposals may be permitted, provided the following criteria are met:

1. *Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with the surrounding neighbourhood.*
2. *Where a development represents a transition between different land use designations or housing forms, a gradation in building height will be encouraged to achieve a transition from adjacent development.*
3. *Residential development can be adequately served by local convenience and neighborhood shopping facilities, schools, parks and recreation facilities and public transit.*
4. *Vehicular traffic generated from the proposed development will have minimal impact on local residential streets and intersections.*
5. *Vehicular access, parking and circulation can be adequately provided or impacts mitigated.*
6. *Surface parking shall be minimized.*
7. *Development on larger sites shall extend, establish or reinforce a street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic.*
8. *Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas, privacy, views, and microclimatic conditions such as wind and shadowing.*
9. *New development backing on open space, parks and the Natural Heritage System will be discouraged.*
10. *The conservation and integration of built heritage resources and structures can be achieved subject to the provisions of the Cultural Heritage Resources section of this Plan.*
11. *Affordable housing and special needs housing will be encouraged throughout all residential designations in accordance with the Affordable Housing provisions of this Plan.*
12. *That adequate municipal infrastructure, services, utilities and amenity areas for the residents can be accommodated.*
13. *The upgrading and rehabilitation of existing housing, particularly in older neighbourhoods, is encouraged.*
14. *Notwithstanding the maximum residential densities that are specified for various land use designations of this Plan, development projects designed exclusively for occupancy by senior citizens may be permitted to exceed the maximum permitted unit density allowed without bonusing and provided that the applicable Residential policies are met.*

The 'General Residential' designation is predominately intended for residential uses. Permitted uses included detached, semi-detached and duplex dwellings, multiple unit residential, and buildings including townhouses and apartments. The minimum density is 20 units per hectare and the maximum density is 50 units per hectare. The maximum building height is 5 storeys.

The 'High Density Residential' designation is predominately intended for multiple unit residential buildings forms that can be served by transit. Permitted uses include multiple unit residential buildings generally in the form of apartments and in limited circumstances, medium density housing forms such as townhouses. The minimum density is 100 units per hectare and the maximum density is 150 units per hectare. The minimum permitted building height is 3 storeys and the maximum building height is 10 storeys. Section 8.3.6.2 states that notwithstanding the maximum permitted density and height, increased height and density may be permitted in accordance with the bonusing policies in the implementation section. Structured and underground parking is strongly encouraged in the 'High Density Residential' designation.

5.6.3 Bonusing Provisions

Section 9.12 of the draft OP outlines the bonusing provisions to permit increases in height and/or density of specific developments where there are public benefits above and beyond what would otherwise be required. The proposed increase shall:

- i. implements the goals and objectives of this Plan;*
- ii. constitutes good planning;*
- iii. is consistent with the Urban Design policies of this Plan;*
- iv. provides community benefits consistent with this Plan above and beyond those that would otherwise be provided under the provisions of the Planning Act, Development Charges Act, or other statute; and*
- v. provides community benefits consistent with this Plan that bear a reasonable planning relationship to the increase in height and/or density including, at a minimum, having a geographic relationship to the development and addressing the planning issues associated with the development.*

Section 9.12.2 states that 'Community Benefits' may include purpose-built rental housing. As the Proposed Development is providing rental units for students, it would be considered purpose built rental housing.

5.7 Community Energy Plan (2007)

The City of Guelph released the Community Energy Plan (CEP) in April of 2007, which sets out goals and principles to ensure long-term competitiveness and environmental performance. In line with the CEP and Section 3.8 of the Official Plan, the Proposed Development is proposed to incorporate the following sustainability features:

- Water conservation features;

- Energy efficient building design and systems;
- Energy Star appliances; and,
- Provide indoor bicycle lockers.

Also, the Site is currently located on municipal and intraregional transit routes which will encourage the use of public transit and supports the goals of the CEP.

5.8 City of Guelph Urban Design Action Plan (2009)

The City released the Draft Urban Design Action Plan (April 2009). The purpose of this Urban Design Action Plan (UDAP) is to:

Highlight the importance of urban design in all matters related to the planning and development of the city and to set out a course of action aimed at achieving good urban design on a broad and consistent basis. It also establishes general urban design objectives for strategic areas of the city expected to undergo the most change in the coming decades. Through the actions identified in the plan, the intent is to clarify a vision for how Guelph should physically evolve, develop and implement policies to guide growth and change, and nurture a strong culture of urban design within City Hall and the broader community.

The draft UDAP identifies the Site as an 'Intensification Corridor' (Figure 10). Functionally, the 'Intensification Corridors' are similar to existing Community Nodes; however, they are generally older and therefore have potential for redevelopment or infill development. Gordon Street, which is considered the historic "highway into town", is gradually being urbanized and can accommodate significantly more intensification. Particular attention is required to urban design for development along Gordon Street so that it becomes a significant urban thoroughfare into the City, while maintaining a pedestrian scale and orientation.

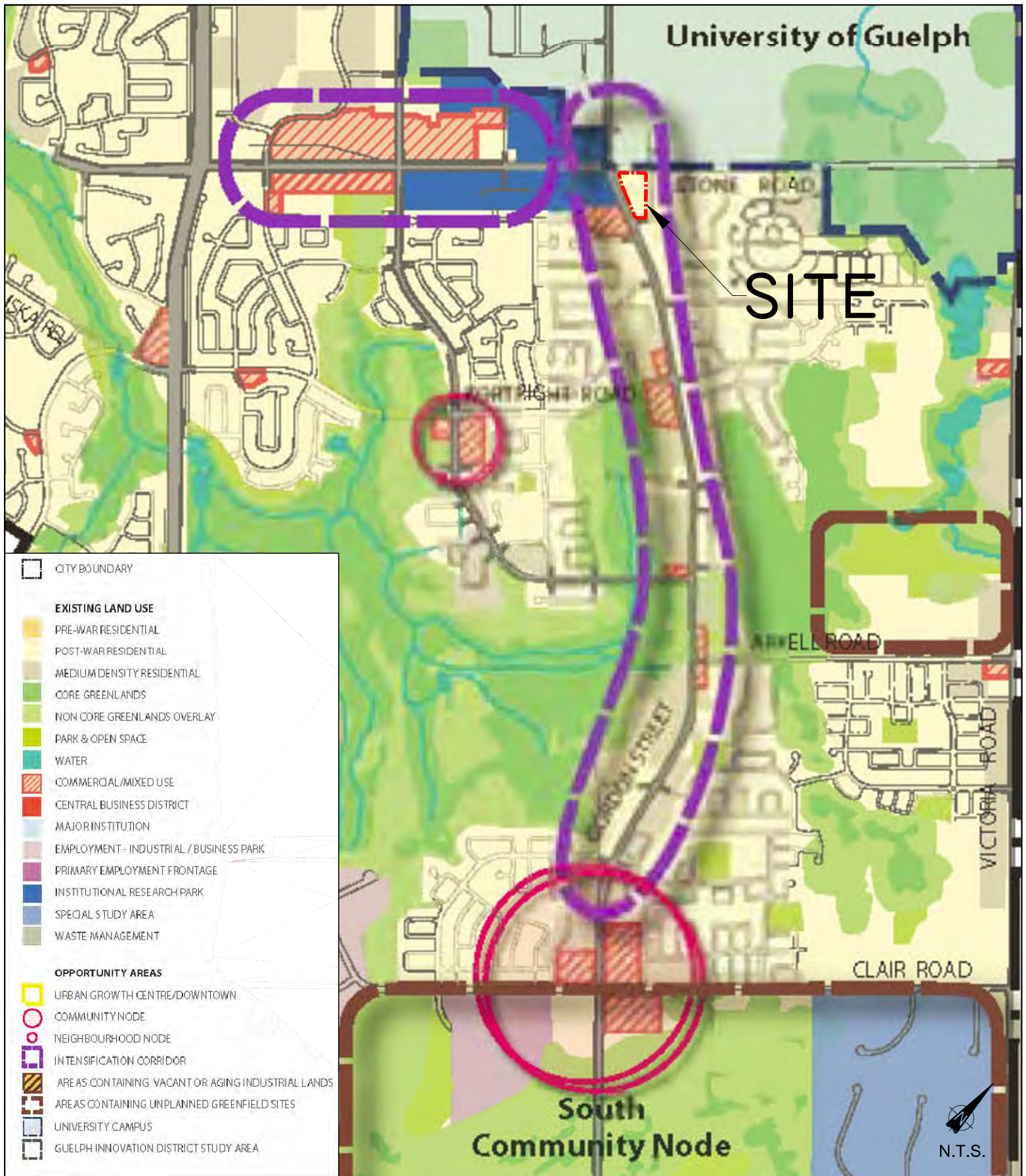


Figure 10
 Draft Guelph Urban Design Action Plan
 716 Gordon Street, Guelph
 Abode Varsity Living (Student Apartment Project)

Source: Draft Guelph Urban Design Action Plan, Opportunity Areas Map



6.0 BENCHMARKING ANALYSIS

The purpose of this section is to outline the benchmarking analysis undertaken by GSP Group on permitted height and densities in ‘high density’ land use designations across the western GTA and southwestern Ontario municipalities. A number of municipalities have put in place Official Plan policies and Zoning By-law regulations to permit re-development that meets the provincial growth targets. The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (P2G) clearly state that the built-up areas of municipalities are to be the focus of growth and that anticipated growth should be accommodated through intensification and redevelopment. As noted in Section 4.2, the P2G states that the urban growth centre in the City of Guelph is to accommodate a minimum of 150 persons and jobs per hectare by 2031.

The benchmarked municipalities were selected if they met one or more of the following criteria:

- Similar population size and/or growth rate;
- University located in the municipality; and/or,
- Located in western GTA/southwestern Ontario.

Based on these criteria, the following municipalities were benchmarked:

- City of Kitchener
- City of Waterloo
- City of Cambridge
- City of London
- City of Hamilton
- City of Brantford
- City of Burlington

Table 6-1 provides a summary of the permitted height and density in the benchmarked municipalities respective official plans. Of note, only the City of Guelph and the City of Hamilton have released amended official plans policies to bring the plans into conformity with the Growth Plan. Interestingly, the City of Waterloo and the City of Kitchener, which both permit greater density and height than Guelph, have not undergone the conformity exercise to the Growth Plan.

Table 6-1: Comparison of High Density Designation Policies

Municipality	Min. UPH	Max UPH	Min. Height	Max. Height
City of Guelph – Existing	100	150	N/A	N/A
City of Guelph - Draft	100	150	3	10
City of Kitchener	100	4.0 FSI	N/A	N/A
City of Waterloo	100	250	N/A	25
City of Cambridge	N/A	150 to 250	N/A	N/A
City of London	N/A	150 to 350	N/A	N/A
City of Hamilton (adopted)	100	200 to 500	N/A	N/A
City of Brantford	N/A	200 to 375	N/A	N/A
City of Burlington	51	185	N/A	N/A

Table 6-1 illustrates that the general range for the maximum is between 150 and 500 units per hectare. Of note, both the existing and draft Guelph Official Plans are amongst the lowest in terms of permitted density in the ‘high density’ residential designations. Also of importance is that there are only two municipalities that include maximum height restrictions in the official plan policies, the City of Guelph and the City of Waterloo. The City of Waterloo’s maximum height; however, is significantly higher than the City of Guelph. Interestingly, Waterloo is an excellent comparison with Guelph, given that both municipalities have large post-secondary facilities and they have similar population size and growth pressures.

Table 6-2 provides a summary of the permitted height and density in the respective zoning by-laws. Given the number of ‘high density’ residential zones in each of the respective by-laws, the table provided below identifies the maximum densities in the lowest ‘high density’ zone as well as the highest ‘high density’ zone. It is important to note that it is more challenging to directly compare the zoning regulations in each municipality as each zoning by-law regulates density using various methods (i.e. units per hectare, floor space index and lot coverage).

Table 6-2: Comparison of High Density Zoning Regulations

Municipality	UPH		FSI		Lot Coverage		Height*	
	Lower Max.	Higher Max.	Lower Max.	Higher Max.	Lower Max.	Higher Max.	Lower Max.	Higher Max.
City of Guelph	100	200	1.0	2.0			4st	10st
City of Kitchener			0.6	4.0			24m	
City of Waterloo	100	250					4st	25st
City of Cambridge	75	250					15m	34m
City of London	175	350					**	**
City of Hamilton			1.7	2.55			8st	18st
City of Brantford					35%	35%	4st	12st
City of Burlington	50	185						

*st = storeys; m = metres

**City of London By-law regulates height on a site-by-site basis (e.g. downtown has heights up to 150m)

Based on Table 5-2, the general range for the maximum density is between 185 and 350 units per hectare. Of note, the Guelph Zoning By-law has the lowest maximum height permitted of the benchmarked municipalities and the second lowest permitted units per hectare.

In summary, the benchmarked municipalities, which have a number of similarities to the City of Guelph, generally permit more density and height in the ‘high density’ areas. It is our opinion that sites, such as the Abode Varsity Living property, are an excellent opportunity to increase height and density with little impact to surrounding properties, to achieve the Provincial growth targets.

7.0 TECHNICAL STUDIES

The Section includes a summary of the key findings of the studies that support the Official Plan and Zoning By-law Amendment applications.

7.1 Preliminary Servicing and Stormwater Management Report

Gamsby and Mannerow Limited prepared the Preliminary Servicing and Stormwater Management Report for the Proposed Development. The Report concluded that:

- Water supply for the development will be provided by a looped connection from the 400 mm watermain on Stone Road East to the 400 mm watermain on Gordon Street;
- Sanitary service for the development will be provided by the existing 150 mm sanitary service from Stone Road;
- The storm sewer system, be sized to convey the 5-year design storm event, will discharge to the existing 450 mm storm service from Gordon Street;
- Major storm runoff will be conveyed by overland flow to the municipal right-of-ways;
- The run-off generated from the Site during the 5-year storm will be attenuated to the allowable release rate of 0.056 m³/s through the use of rooftop storage, parking lot ponding and super pipe storage; and,
- Quality control for runoff generated from the paved areas will be provided by an oil/grit separator (Stormceptor STC 1000 or approved equivalent) prior to discharge from the Site.

7.2 Tree Inventory

GSP Group prepared a Tree Inventory for the Proposed Development. The vegetation on the Site consists of an intermediate to high mixed species unit that is harmoniously cohesive with the neighbouring vegetation on surrounding properties. The majority of species located on Site appear to have been ornamentally planted or successional established over the past 50 years of the Site's current use.

The one hundred and forty-eight (148) trees inventoried on the Site comprise of a Dominant and Co-Dominant, intermediate to high quality vegetation unit of mature conifers and deciduous in generally fair to good condition, with a manicured lawn understory. In total seventy-seven (77) trees are proposed to be removed and seventy-one (71) be retained. No provincially or regionally significant plant species were found. There are currently no heritage trees on the Site as designated by the City of Guelph.

The majority of material to be preserved is located along the east property line and will continue to provide a buffer to the residents of Evergreen Drive. The Tree Compensation Plan for the Proposed Development identifies the opportunities available to provide a number of new trees on the Site, particularly along the street frontage.

7.3 Sun Shadow Analysis

In support of the Proposed Development, SRM Architects prepared a sun shadow analysis to examine the potential impacts that building massing and height could have on adjacent land uses. The sun shadow analysis was performed for four representative days of the year, April 21, June 21, August 21 and December 21 (Appendix B). This provides the potential range for the length of shadows that can be expected from the Proposed Development.

To provide a base comparison, SRM Architects prepared an existing conditions shadow analysis to demonstrate the length of shadows cast from the existing trees on the Site (Figures 13-16). The existing shadow analysis illustrates that the rear yards of the residential properties on the west side of Evergreen Drive are currently shaded on the four representative days by the existing trees on the Site. Furthermore, in the evening hours on all four representative days, the front yards of the residential properties on the west side of Evergreen Drive are shaded.

On April 21st, the increase in shadow as a result of the Proposed Development is limited to after 6pm in the evening. The increased shadow affects the front yard of select properties on the west side of Evergreen Drive. The duration of the increased shadow is limited, as the sun sets shortly thereafter.

On June 21st, the increase in shadow as a result of the Proposed Development is also limited. At 3pm and 5pm on June 21st, one additional rear yard on the west side of Evergreen Drive is shaded, in comparison to the existing condition. At 6pm on June 21st, the front yards of five properties are affected by the increased shadow from the Site as a result of the Proposed Development. The duration of the increased shadow is limited, as the sun sets shortly thereafter.

On August 21st, the increase in shadow as a result of the Proposed Development is limited. At 4pm on August 21st, one additional side yard on the west side of Evergreen Drive is shaded, in comparison to the existing condition. At 6pm on August 21st, two additional front yards on the west side of Evergreen Drive is shaded, in comparison to the existing condition.

On December 21st in the morning, the shadow is cast north, towards the University of Guelph campus. The shadow will cover the existing parking lot on campus and a portion of the Central Student Association Bike Centre building on Gordon Street. This shadow impact will be limited to winter mornings. At 3pm on December 21st, the shadow starts to rotate easterly and in comparison to the existing condition, will affect the front yards of two additional residential properties on the east side of Evergreen Drive.

It is our opinion that the shadow impacts to the neighbourhood are minor for both the 14 and 16-storey buildings. The existing mature trees on the eastern property line already cast significant shadows on the residential properties that back onto the Site. The increased shadows as a result of the proposed buildings are minimal.

7.4 Traffic Impact Study and Parking Justification Report

Paradigm Transportation Solutions Limited is currently preparing a Traffic Impact Study and Parking Justification Report for the Proposed Development. The report will be provided to the City under separate cover.

8.0 PLANNING APPLICATIONS

8.1 Official Plan Amendment

The applicant is requesting that the Site be redesignated from ‘General Residential’ to ‘High Density Residential’ with site specific policies to permit a maximum density of 200 units per hectare.

8.2 Zoning By-law Amendment

The applicant is also requesting a Zoning By-law Amendment to rezone the Site from ‘Specialized Service Commercial 1-11 (SC.1-11) Zone’ to ‘High Density Apartment (R.4B) Zone’ with the following site specific regulations:

Table 8-1: Site Specific Zoning Regulations

	Required	Requested Site Specific
Maximum Density	150 units per hectare	200 uph
Floor Space Index (FSI)	1.5	3.7
Maximum Height	10 storeys	16 storeys
Minimum Front & Exterior Side Yard	21 metres from centerline of Gordon Street and 24 metres from centerline of Stone Road East (6 metres required from property line to building)	4.9m from property line to building
Minimum Side Yard	Equal to one-half the Building Height but not less than 3 metres and minimum 7.5 metres where a side yard faces a habitable room (26 metres)	11.0m
Minimum Rear Yard	Equal to 20% of the Lot Depth or one-half of the Building Height, whichever is greater, but in no case less than 7.5 metres (32 metres)	5.0m
Angular Plane	Maximum of 45°	69°
Parking	1.5 spaces for the first 20 units; 1.25 parking spaces for each unit thereafter (432 spaces)	1 parking space per unit (341 spaces)
Common Amenity Area	30 square metres for the first 20 units; 20 square metres for each unit thereafter (7,020 square metres)	1,250 square metres
Minimum Landscaped Open Space	40%	35%

9.0 PLANNING AND DESIGN ANALYSIS

9.1 Planning Analysis

Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe

Provincial planning policies promote intensification and redevelopment to create a compact, pedestrian-oriented urban form which efficiently uses existing infrastructure. The Proposed Development meets these objectives.

The Proposed Development is in keeping with the intent of the Growth Plan and the Built Boundary by focusing residential development in the built-up area that is accessible, pedestrian friendly, and in proximity to retail, services and employment areas.

The Proposed Development assists meeting the Growth Plan growth targets of 40 percent of new residential development within the built-up area by 2015. With 341 units, the Proposed Development provides a density of 200 units per hectare. Furthermore, the Proposed Development provides for intensification and redevelopment on a strategically located piece of land. The Proposed Development efficiently uses the Site for a required housing need in the City of Guelph.

The Proposed Development also contributes to a healthy, liveable and safe community by providing an appropriate housing for the student population that is in walking distance to the University of Guelph. Further, the Site is well serviced by Guelph public transit, GO service, Greyhound and on-road bike lanes.

City of Guelph Official Plan

The Proposed Development meets the general intent of the Official Plan by promoting intensification and redevelopment of an underutilized parcel of land at the corner of two major roads, adjacent to the University. Furthermore, the Proposed Development assists the City in providing for specialized housing that is clearly needed to support the University of Guelph.

The Proposed Development meets the intent of the 'High Density Residential' designation, as outlined in the existing OP, by providing greater housing densities that support transit and support a variety of housing types and forms in the community. The Site also forms part of the "Intensification Corridor", which is intended to provide a focus for higher density mixed use development.

In considering Official Plan Amendments to permit higher density development, the OP sets out a number of evaluation criteria. The table below outlines the criteria and evaluates the criteria against the Proposed Development.

Table 9-1: Official Plan Evaluation Criteria for High Density Development

Criteria	Justification
That the building form, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity	<ul style="list-style-type: none"> • As outlined in the Urban Design Analysis (Section 9.2 of this report), the buildings form, mass, appearance and siting are compatible to the immediate area • Appropriate edge treatments are provided, including the row of mature trees that will be maintained • The Site is appropriate for high-density residential uses as it is located at a major intersection, across from the University of Guelph, and is well served by transit
That the proposal can be adequately served by local convenience and neighbourhood shopping facilities, schools, parks and recreation facilities and public transit	<ul style="list-style-type: none"> • There is a range of local conveniences surrounding the Site, including restaurants, grocery store and a convenience store • Transit is available on both Gordon Street and Stone Road East • The Site is located across from the University of Guelph • There are five parks in the immediate area (all south of Stone Road East) and there is a number of recreation facilities and open space at the University of Guelph • Given the proximity to the University of Guelph, students can walk to school
That the vehicular traffic generated from the proposal can be accommodated with minimal impact on local residential streets and intersections and, in addition, vehicular circulation, access and parking facilities can be adequately provided	<ul style="list-style-type: none"> • The traffic generated from the proposed development is directed to both Stone Road East and Gordon Street • Traffic does not have access to the surrounding residential neighbourhoods • Structured parking is provided on-site for student residents
That adequate municipal infrastructure, services and amenity areas for the residents can be provided	<ul style="list-style-type: none"> • Municipal services are available • As noted above, there are 5 parks in the immediate area • The Site is located across the street from the University of Guelph, which provides a range of services for the students would reside in the Proposed Development

The requested site specific policy to permit 200 units per hectare is in keeping with provincial directive for intensification and assists in meeting the student housing needs in the City. As outlined in the benchmarking analysis, the majority of similar sized municipalities permit 200 units per hectare on a site suitable for high density development. It is also important to note that under the draft Envision Guelph OP, Proposed Development would be eligible for height and density bonusing as it provides for special housing that is needed in the City.

The Shared Rental Housing study currently being undertaken by the City clearly illustrates the existing challenges in providing student housing and the Proposed Development offers an opportunity to address the issues related to student housing. The Proposed Development will be maintained to high standards (parking areas, landscaping, etc.) and there will be an on-site manager to address any issues, including noise. The Site is ideally situated to provide student housing and would allow students to easily walk to campus. As outlined in Section 3.1 of this

report, the Proposed Developments height, massing and form complement the existing built-form in the area.

The Site is located in the Arkell Springs Water Resource Protection Area; however, the Site has already been developed for urban land uses.

This Planning Justification Report meets the intent of Section 9.3.2 of the OP by demonstrating that:

- The Proposed Development is in conformity to the goals and objectives of this Plan;
- The Site is ideally located for a student apartment project, given its proximity to the University of Guelph;
- The Proposed Development is compatible with the adjacent land use designations as supports the University of Guelph and appropriate edge treatments have been provided;
- The Shared Rental Housing study currently being undertaken by the City has highlighted the need for secure, maintained student housing; and,
- Services (sewage, water and solid waste management systems, the transportation system, community facilities and the natural environment) are available.

The Proposed Development also meets the intent of OPA 39, as it provides increased density along an 'Intensification Corridor' and:

- Promotes compact urban form along a major thoroughfare in the City of Guelph;
- Assists in meeting the City's population growth targets through development in the built-up area;
- Enhances the area by providing a high-quality, energy efficient multi-residential building with environmentally sensitive landscaping;
- Supports existing public transit routes and cycling networks along with potential future connections to a off-road trail system;
- Contributes to the range in residential dwelling types in the southern part of the City; and,
- Complementary new residential land use to support existing and emerging local retail and services along both Stone Road and Gordon Street including the Campus Estates Shopping Centre and the Stone Road Mall.

City of Guelph Zoning By-law

The applicant is requesting a Zone Change from SC.1-11 to R.4B site specific regulations to permit the student-oriented high density residential development. The proposed density of 200 units per hectare reflects the intent of the planning policies to promote efficient land use patterns, alternative transportation, and the intensification of the built-up area.

Generally, the R4 Zone applies to multi-unit residential buildings. There are four categories with the R4 Zone:

- A – General Apartment Zone
- B – High Density Apartment Zone
- C – Central Business District Apartment Zone
- D – Infill Apartment Zone (defined area)

Given the location of the Site and the surrounding uses and the nature of the Proposed Development, the R.4B Zone is the most appropriate zone to implement the High Density Residential designation, the adopted OPA 39 policies and the Draft Urban Design Action Plan.

Table 9-2 provides a summary of the requested site-specific zoning regulations and the justification for each regulation.

Table 9-2: Requested Site Specific Zoning Regulations

	Required	Requested Site Specific	Justification
Maximum Density	150 uph	200 uph	<ul style="list-style-type: none"> • Consistent with the PPS and P2G in promoting redevelopment and intensification • Appropriate location for increased density with access to two major arterial roads and being immediately adjacent to the University of Guelph • The Site is designated as an ‘Intensification Corridor’ • Proposed Development meets a special housing need in the City of Guelph • Similar municipalities to Guelph permit the type of densities that are proposed for this Site • Higher densities required to support structured parking
Floor Space Index (FSI)	1.5	3.7	
Maximum Height (storeys)	10	16	<ul style="list-style-type: none"> • Sun shadow analysis illustrated that there will be minimal shadow impact on the surrounding residential properties as a result of the Proposed Development
Minimum Front & Exterior Side Yard	6.0m	4.9m	<ul style="list-style-type: none"> • Minimal reduction from 6.0 metres to 4.9 metres Creates an urban streetscape along Gordon Street and Stone Road East • Reduction does not impact adjacent residential properties
Minimum Side Yard	26.0 metres	11.0m	<ul style="list-style-type: none"> • The retention of the existing mature trees as well as the additional landscaping proposed along the side yard will provide an appropriate edge treatment between the Site and existing residential properties

	Required	Requested Site Specific	Justification
Minimum Rear Yard	32.0 metres	5.0m	<ul style="list-style-type: none"> • The rear yard on the Site abuts an existing commercial property on Gordon Street • The sun shadow analysis demonstrated that there are no shadow impacts on the adjacent property to the south • Similar to the side yard, the applicant is proposing to provide significant landscaping along the property boundary • The proposed landscaping will ensure that the existing properties maintain their privacy
Maximum Angular Plane	45°	69°	<ul style="list-style-type: none"> • Street trees and front yard landscaping will ensure that there is a comfortable pedestrian realm on both Gordon Street and Stone Road East
Parking	432 spaces	341 spaces	<ul style="list-style-type: none"> • The Site is immediately adjacent to the University, which will be the predominate destination for student residents • The student residents will be able to walk to campus • Students receive a free transit pass with tuition, providing incentive to use the transit system • There are 4 bus routes in close proximity to the Site as well as Greyhound and GO service on campus for longer trips • Forthcoming TIS will provide additional justification for the proposed reduction.
Common Amenity Area	7,020 sq.m.	1,250 sq.m.	<ul style="list-style-type: none"> • The Site is immediately adjacent to the University, which has a wide range of outdoor amenity areas for both passive and active recreation. • The University also has a range of indoor recreation opportunities available to the students • Minor reduction in landscaped open space
Minimum Landscaped Open Space	40%	35%	

Draft Envision Guelph Official Plan

While the draft OP is not in force and effect, it provides insights into the future direction for land use, growth and development in the City of Guelph. The Site conforms to the locational criteria for ‘High Density Residential’ development in the draft OP as it can be serviced by transit and can accommodate structured parking.

In considering Official Plan Amendments to permit higher density development, the draft OP sets out a number of evaluation criteria. The table below outlines the criteria and evaluates the criteria against the Proposed Development.

Table 9-2: Draft Official Plan Evaluation Criteria for High Density Development

Criteria	Justification
<p>Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with the surrounding neighbourhood</p> <p>Where a development represents a transition between different land use designations or housing forms, a gradation in building height will be encouraged to achieve a transition from adjacent development</p>	<ul style="list-style-type: none"> • As noted in Section 9.2 (Urban Design Analysis) the buildings form, mass, appearance and siting are compatible to the immediate vicinity • Appropriate edge treatments are provided, including the row of mature trees • The Site is appropriate for high-density residential uses as it is located at a major intersection, across from the University of Guelph, and is serviced by transit • Development includes stepping of the buildings to reduce adverse impacts on adjacent properties
<p>Residential development can be adequately served by local convenience and neighborhood shopping facilities, schools, parks and recreation facilities and public transit</p>	<ul style="list-style-type: none"> • There is a range of local conveniences surrounding the Site, including banks, restaurants and convenience stores • Transit is available on both Gordon Street and Stone Road East • The Site is located across from the University of Guelph • There are five parks in the immediate area (all south of Stone Road East)
<p>Vehicular traffic generated from the proposed development will have minimal impact on local residential streets and intersections</p>	<ul style="list-style-type: none"> • The traffic generated from the proposed development is directed to both Stone Road East and Gordon Street
<p>Vehicular access, parking and circulation can be adequately provided or impacts mitigated</p>	<ul style="list-style-type: none"> • Traffic does not have access to the residential neighbourhoods • Structured parking is provided on-site for student residents
<p>Surface parking shall be minimized</p>	<ul style="list-style-type: none"> • Minimal surface parking is proposed, and is screened from both Gordon Street and Stone Road East
<p>Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas, privacy, views, and microclimatic conditions such as wind and shadowing</p>	<ul style="list-style-type: none"> • As outlined in the Urban Design Analysis (Section 9.2 of this report), the impacts on adjacent properties is minimized • The Functional Servicing Report concluded that services are available and have capacity to support the Proposed Development • The shadow analysis demonstrated that there is minimal shadow impact on properties located on Evergreen Drive

Criteria	Justification
Affordable housing and special needs housing will be encouraged throughout all residential designations in accordance with the Affordable Housing provisions of this Plan	<ul style="list-style-type: none"> • The Proposed Development meets a special housing need in the City (students) • Shared Rental Housing study currently being undertaken by the City, clearly sets out the current issues related to student housing • The Proposed Development would assist in alleviating the current concerns related to student housing around the University of Guelph
That adequate municipal infrastructure, services, utilities and amenity areas for the residents can be accommodated	<ul style="list-style-type: none"> • Municipal services are available • As noted above, there are 5 parks in the immediate area • The Site is located across the street from the University of Guelph, which provides a range of services for the students would reside in the Proposed Development

While the draft OP limits building height in the High Density Residential designation to 10 storeys and the maximum density to 150 units per hectare, the draft OP also provides bonusing opportunities for both height and density. The Proposed Development provides purpose built housing for students, as such, would be eligible for bonusing in the draft OP.

The Proposed Development meets in the intent of the draft OP urban design policies by:

- Placing the buildings along the street with entrances and windows facing the street;
- Articulating the facades facing the street;
- Providing high quality finishes and windows as well as building articulation through the use of varied building materials;
- Clearly demarking the bottom of the buildings through the use of glass;
- Providing stepping to reduce adverse impacts on adjacent properties; and,
- Providing structured parking.

9.2 Design Analysis

High quality urban design is critical for sensitively incorporating higher-rise buildings within an existing built-up area. Urban design can ensure that a proposed higher-rise building “fits” with the existing area, presents an attractive image of the City, and works functionally for all users. The proposed development incorporates such an approach, with a high level of importance placed on the design of the built form, the streetscape, and the site landscaping.

The current Official Plan provides the general urban design direction for development within the City, with an overall goal of creating “a safe, functional and attractive environment”. Working towards this goal, the current Official Plan’s urban design objectives generally promote: enhancing the existing character of the City; utilizing materials and architecture that reflect older neighbourhoods; ensuring excellence in design with interesting detailed façades; accommodating

built form presence along the street; providing compatibility with surrounding area; designing safe and secure environments that are universally accessible; preserving existing important views and vistas; respecting existing natural features; and accommodating transit-supportive development.

A set of urban design principles form the basis for the proposed development. These principles were generated from a synthesis of the current Official Plan urban design policy, the draft Official Plan urban design direction, as well as best practices for the high-rise building design. These principles, and how the proposed development addresses them, include the following:

- a) **Appropriate transition to abutting properties:** *given the height difference associated with higher rise buildings within existing built-up areas, it is important to have a sensitive and appropriate transition between these taller buildings and surrounding lower-rise buildings to maintain privacy and sunlight access.*

The Proposed Development provides such a suitable transition to the abutting residential properties, arising from a number of design considerations and measures. First, the bulk of the building mass for both buildings is located against Stone Road East and Gordon Street, as far as possible away from property lines abutting the lower-rise residential properties to the east. Second, both buildings provide a transition in height, or stepping, from these street edges to the abutting property lines, with the Phase 1 building stepping from 16 storeys near the Stone Road and Gordon Street intersection to 10 storeys towards the eastern property line; and the phase 2 building stepping from 14 storeys along the Gordon Street near the middle of the street frontage to 8 storeys towards the southern property line. Third, the retention and enhancement of the existing mature hedgerow of coniferous and deciduous trees forming the eastern property edge would act as a screen and buffer for the abutting lower-rise residential properties. Lastly, the shadows on the abutting properties that are created by the proposed buildings heights are only marginally more than the current shading from the existing mature hedgerow of trees, and present a minimal impact on the use of the yards for these abutting properties (see Section 7.3 above for a fulsome discussion of the shadowing impacts).



- b) **Maximized building presence along the street:** *ensuring sites with taller buildings have a significant built form edge along the public street is important for ensuring a high quality visual presence along the streetscape as well as accommodating a comfortable walking environment.*

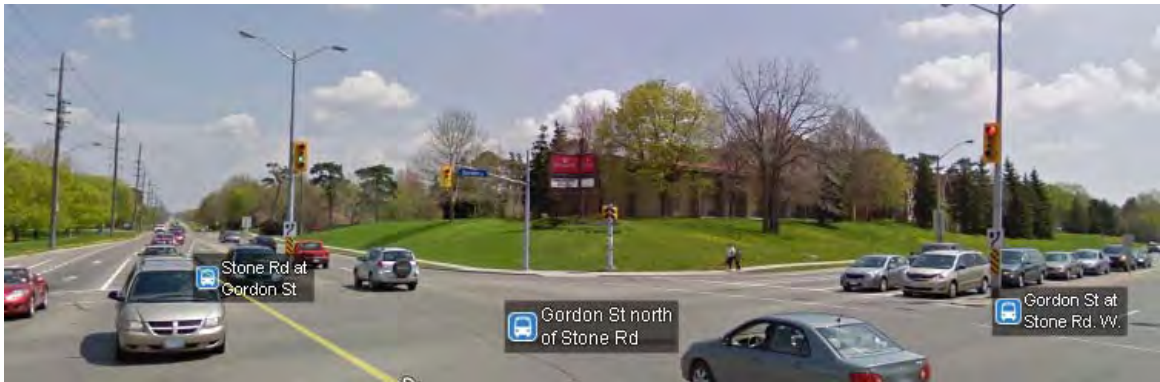
The Proposed Development forms an intimate relationship with the abutting streets through the situation and design of the buildings. Both buildings are situated parallel to the abutting public streets and tight to the street edge to reinforce the streetscape. The vast majority of the available street frontage along both Stone Road East and Gordon are occupied by built form, whereas the remaining frontage for vehicle access points to the site are intended to be framed with substantial landscape plantings. The quality of viewlines to the buildings along both streets is high given the significant architectural detailing intended for the buildings.



- c) **Emphasis of the corner presence:** *specific architectural treatments and enhanced detailing on corner sites at the terminus of two primary streets are important considerations for emphasizing these key locations within a city.*

The Proposed Development's design reflects its prominent location within the City of Guelph at the intersection of two principal arterial streets. The proposed development contains a punctuation of height at the corner of Stone Road and Gordon Street, with a façade that wraps the corner with two highly detailed elevations along both streets. Primary entrance doors at the corner further emphasize the corner, together with high quality material treatment (glass and masonry) that extends vertically. The treatment of the

upper storeys and roofline, through material treatment and cornices, are cognizant of the site's topographical prominence within the entire City of Guelph and reflect the design intent of creating a landmark building at this location.



- d) **Pedestrian-scaled base floors along the street:** *designing the base of a taller building so that it is scaled to a human scale is important to ensure that the building is not imposing to pedestrians along the street and does not negatively influence the walking environment.*

The Proposed Development provides a visually differentiated base portion that contributes to a pedestrian scaled streetscape. This includes fine-grained architectural detailing of the base floors, with a large percentage of transparent glazing, and no blank and featureless walls facing the public sidewalks. This built form edge is supported by extensive landscape plantings along the street edge that softens the pedestrian realm and sensitively connects and integrates the proposed development with the streetscape. This landscape treatment includes a combination of street trees and foundation plantings along the public street and a particular emphasis and concentration of plantings framing the primary entrances to the buildings.

- e) **Transparency and activity along the street:** *transparent and active façades at the base level of a taller building are important to ensure that the streets in the front of these buildings are comfortable for pedestrians resulting in enjoyable walking environments.*

The Proposed Development provides a visually accessible base portion, to and from the street, as well as an active ground floor in terms of uses. The base portion of both

buildings, generally the first four storeys, has a significant portion of the wall elevations providing a continuous pattern of windows along both public street frontages, which contributes to making the pedestrian level façade highly transparent and visually accessible. Furthermore, the ground floor of the buildings is intended for common amenity areas that provide additional activity and visibility to and from the street.

- f) **Differentiated building face from bottom to top:** *dividing the façades of taller buildings into smaller, recognizable sections is important for providing visual interest along the street and minimizing the perceived bulk or scale of the building.*

The Proposed Development contains a clearly defined distinction between the vertical sections of the building façades. For both buildings, the wall elevations are divided into definable base, middle and top sections. Architecturally, this distinction is achieved through a change in materials between the sections as well as vertical separation through architectural features and detailing. The conceptual elevations illustrate these distinct sections yet with an overall façade composition that unifies the building façade.

- g) **Articulated and visually interesting façades along the street:** *interesting façades on higher-rise buildings are key to ensuring a good fit with surrounding neighbourhood, creating a comfortable walking environment along the building's edges, and adding visual interest to the city's character.*

The Proposed Development has a series of architecturally detailed wall planes facing both Gordon Street and Stone Road East, with no blank or featureless sides facing these principal public streets. The conceptual building elevations for the proposed development present a significant percentage of transparent glazing on the base floors; high quality finishes and materials, including a combination of masonry, metal and glass; changes in materials both vertically and horizontally emphasize façade elements and features; doors architecturally emphasized at corner entrances; recessions and projections to add depth to the façade; an articulated roof line that caps the buildings; and vehicular access points built into the fabric of the respective façade.

- h) **Safe and secure environment:** *providing a setting that ensures safety and security for movement to and through a building is particularly for taller buildings.*

The Proposed Development is designed to facilitate a safe and secure environment on the property. Principal entrances to the buildings from the public street are located in highly visible location at the corner of the buildings. The overall site design ensures visibility to and from the street and internal areas on the Site to maximize the amount of natural surveillance. CPTED principles can be further assessed at the site plan stage where more detailed plans and drawings are available, including considerations for lighting, pedestrian routes, bicycle parking, amenity areas, elevator accesses, among other elements. Furthermore, universal accessibility for all mobility needs would be addressed

through the detailed design stage, including access from both the public street and the internal parking areas.

- i) **De-emphasis of vehicular access and parking:** *sensitively designing and locating vehicle accesses and parking areas plays an important role in strengthening street presence and the pedestrian environment.*

The Proposed Development maximizes the built form presence on the street while minimizing the visual presence of vehicular accesses and parking areas. Two access points are intended for the Site, located away from the intersection as much as possible, which are intended to be either incorporated into the built form (along Stone Road East) or landscaped to frame to soften the appearance of the entrance (along Gordon Street). Parking areas are located almost exclusively behind the buildings and away from the public street edges, with the minimal area abutting Gordon Street intended for extensive planting and screening. The Site's parking is accommodated through structured parking facilities, both underground and above ground, thus limiting an extensive surface parking area surface on the Site.

- ii) **Concealment of service areas:** *locating and sensitively designing service areas, including those for garbage, utilities, maintenance, and loading, plays an important role in strengthening street presence while improving the built form quality.*

The Proposed Development seeks to internalize all service areas to every extent possible. Mechanical and utility equipment is intended to be incorporated into the building design, whether located on the rooftop or at the base of a building. Garbage and utility areas as well are intended to be internalized within the buildings, however, any such external areas would be enclosed and screened in a fashion complementary to the overall building design and site landscaping. Specific details of internalizing and screening can be further assessed during the site plan stage where more detailed plans and drawings are available.

In summary, the Proposed Development provides a high quality design that establishes a landmark building at this location that is sensitively integrated with the surrounding context. This design includes fine-grained architectural detailing along all publicly visible sides of this prominent location; a tight street presence with buildings located close to the street edge; a gradual stepping in the building heights towards the abutting residential property edges; high quality architectural finishes with a clearly defined base, middle and top section; and well planted property edges to reinforce the street edge and pedestrian realm while complementing the built form. Overall, the proposed development represents a valuable potential addition to the visual quality of the City of Guelph, in addition to its community benefit in providing high quality student accommodations close to the University of Guelph and other necessary amenities.

10.0 CONCLUSIONS

Abode Varsity Living is proposing a student apartment project on land known municipally as 716 Gordon Street. The Proposed Development includes two purpose-built student apartment buildings at 14 and 16-storeys. Combined, the buildings will provide 341 units that contain 4 and 5-bedroom suites. A 3 storey structured parking area will provide 341 off-street parking spaces with access from Stone Road East (4 lane arterial road).

The building has been designed to include high-quality materials, complimentary colours, detailing, appropriate massing and asymmetrical building lines to continue the urban character of area surrounding the University of Guelph. Architectural features, such as glass and terracing create visual interest. The building location and landscaping along the street edge will create a comfortable pedestrian realm.

In the last 5 years, the Province of Ontario has introduced new policies for high density residential development in built-up areas. In implementing Provincial policies (PPS and Growth Plan), The City designated the Site as forming part of an 'Intensification Corridor', intended for higher density development.

The findings of the Traffic Impact Study, the Functional Servicing Report, Tree Inventory and Shadow Analysis support the Proposed Development.

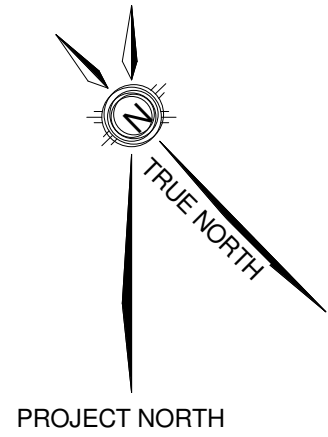
In summary, the Proposed Development is consistent with the Provincial Policy Statement and the Growth Plan, aligns with the interest and direction of City Council in addressing the significant issue of student housing in proximity to the University campus, and in our opinion represents good planning.

APPENDIX A



View from Corner of Gordon Street & Stone Road
Guelph Apartments

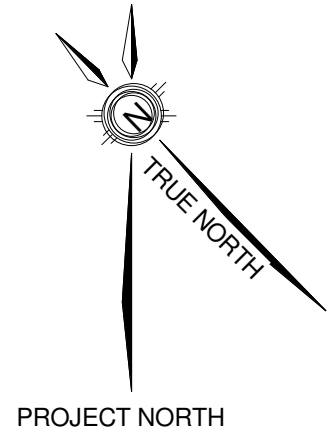
APPENDIX B



Shadow Study Trees Only - April 21 2pm
Guelph Apartments

① Shadow Study Trees Only - April 21 2pm
1 : 1200



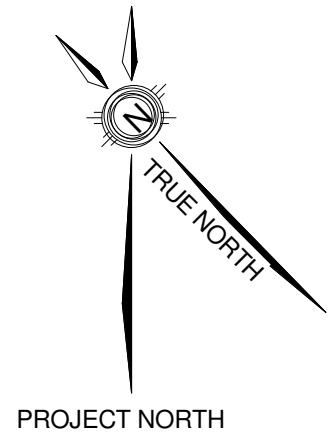


Shadow Study Trees Only - April 21 4pm

Guelph Apartments

① Shadow Study Trees Only - April 21 4pm
1 : 1200

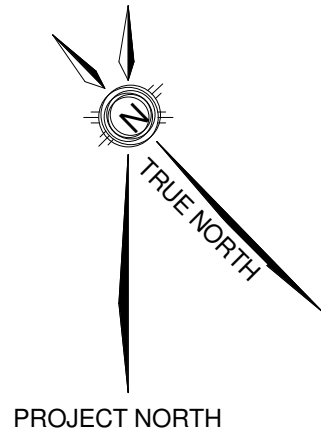




Shadow Study Trees Only - April 21 6pm
Guelph Apartments

① Shadow Study Trees Only - April 21 6pm
1 : 1200



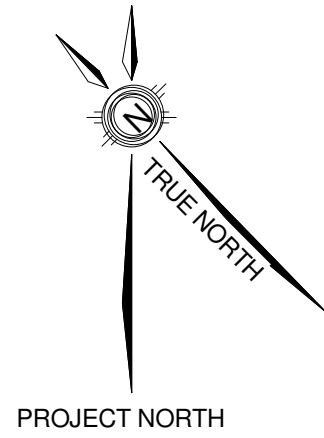


Shadow Study Trees Only - June 21 3pm

Guelph Apartments

① Shadow Study Trees Only - June 21 3pm
1 : 1200



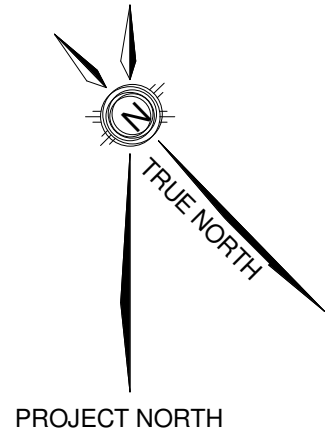


Shadow Study Trees Only - June 21 5pm

Guelph Apartments

① Shadow Study Trees Only - June 21 5pm
1 : 1200

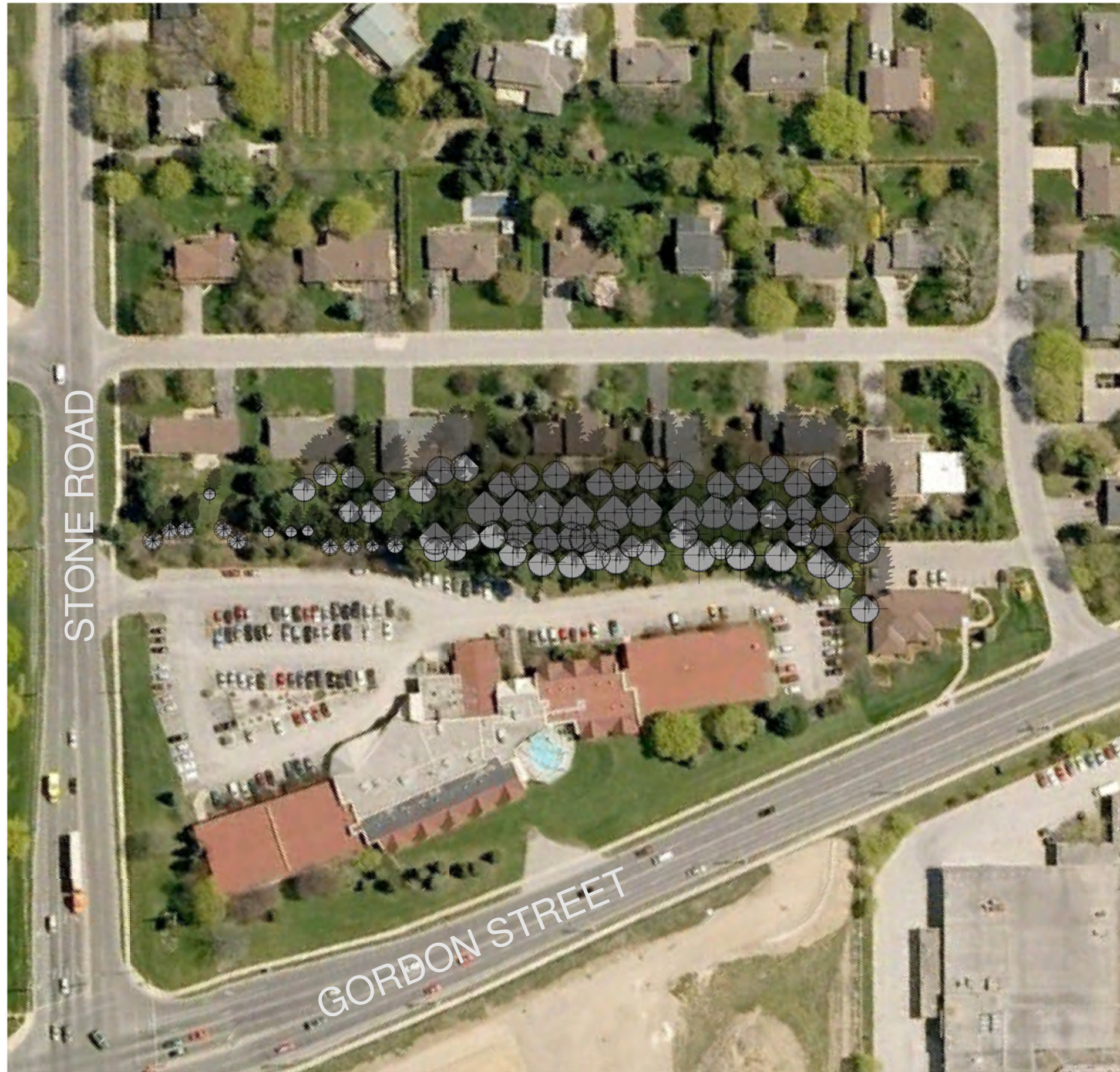
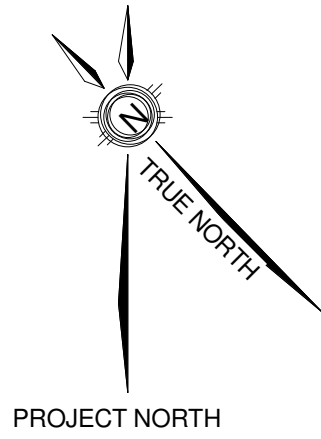




Shadow Study Trees Only - June 21 7pm
Guelph Apartments

① Shadow Study Trees Only - June 21 7pm
1 : 1200



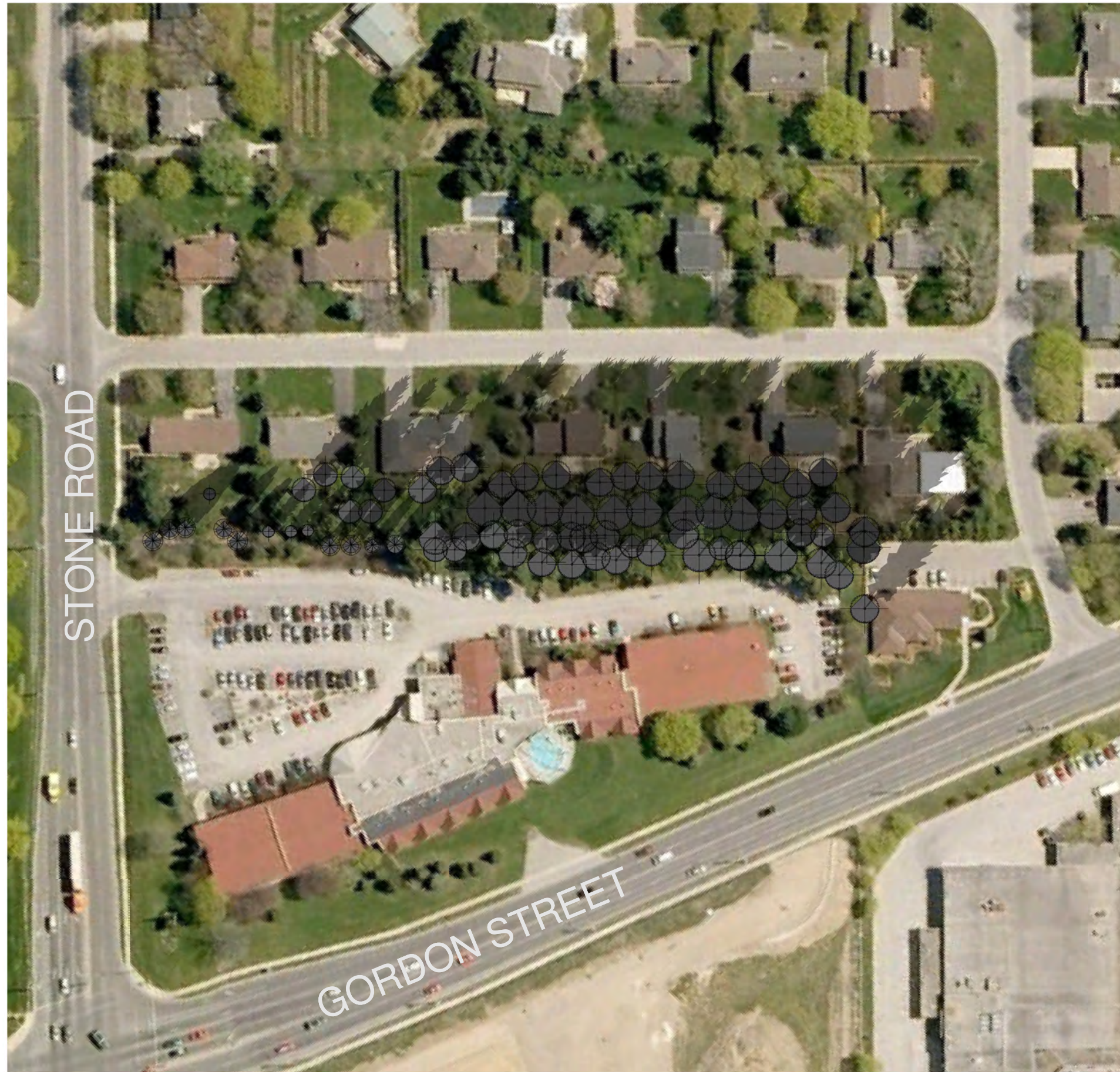
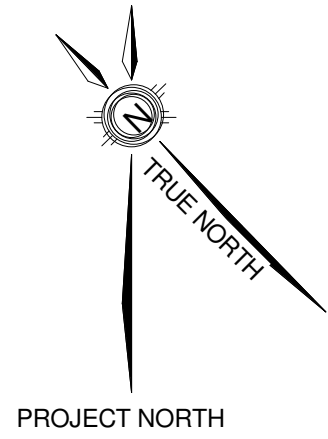


Shadow Study Trees Only - August 21 4pm

Guelph Apartments

① Shadow Study Trees Only - August 21 4pm
1 : 1200

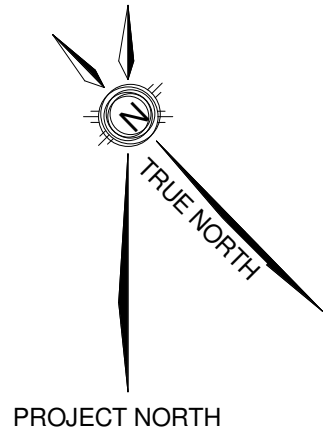




Shadow Study Trees Only - August 21 6pm
Guelph Apartments

① Shadow Study Trees Only - August 21 6pm
1 : 1200

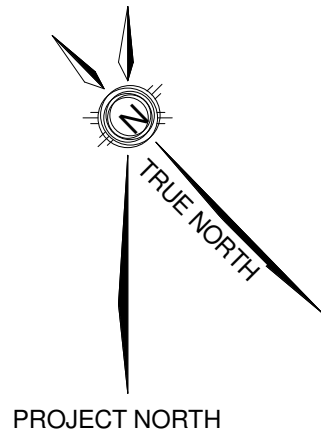




Shadow Study Trees Only - December 11am
Guelph Apartments

① Shadow Study Trees Only - December 11am
1 : 1200

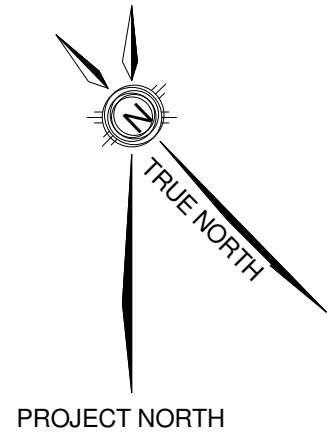


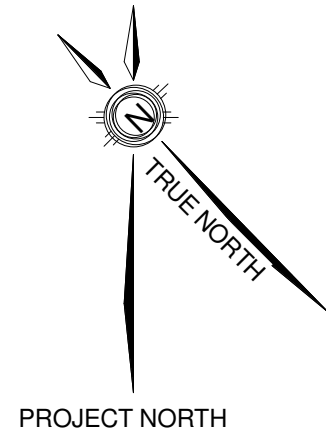


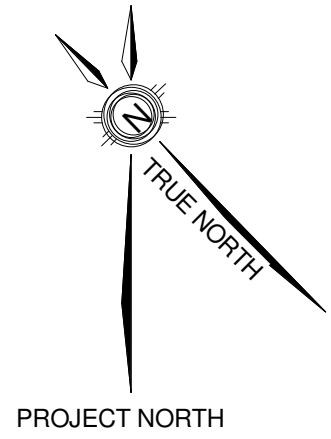
Shadow Study Trees Only - December 21 3pm
Guelph Apartments

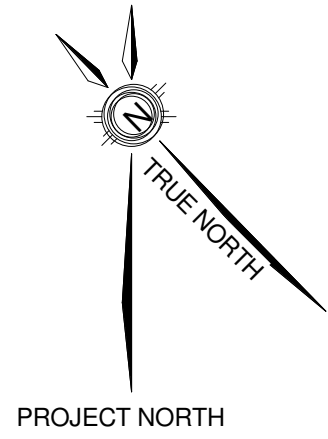
Shadow Study Trees Only - December 21
3pm
① 1 : 1200









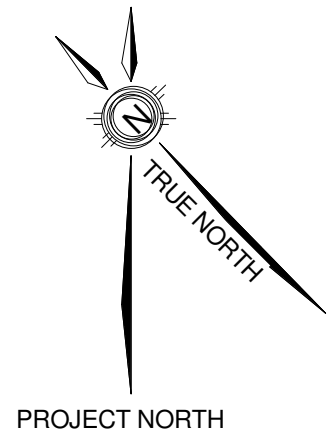


Shadow Study - June 21 3pm

Guelph Apartments

① Shadow Study - June 21 3pm
1 : 1200



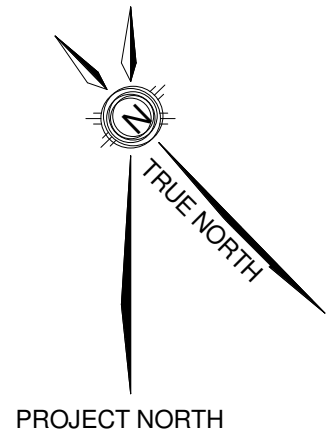


Shadow Study - June 21 5pm

Guelph Apartments

① Shadow Study - June 21 5pm
1 : 1200



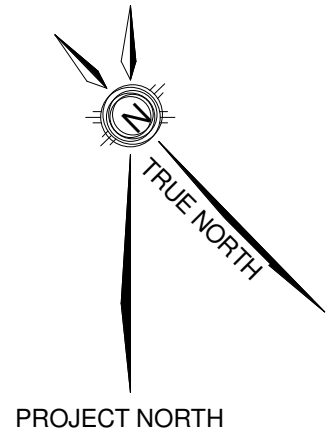


Shadow Study - June 21 7pm

Guelph Apartments

① Shadow Study - June 21 7pm
1 : 1200



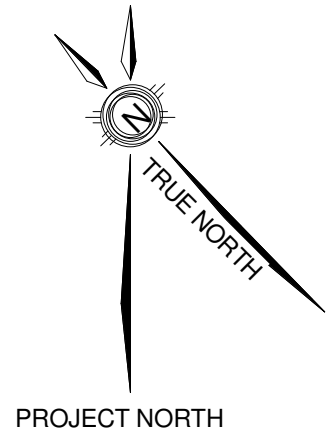


Shadow Study - August 21 4pm

Guelph Apartments

① Shadow Study - August 21 4pm
1 : 1200



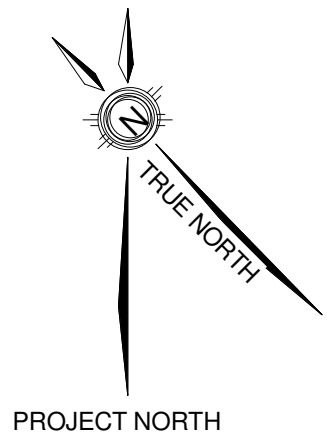


Shadow Study - August 21 6pm

Guelph Apartments

① Shadow Study - August 21 6pm
1 : 1200



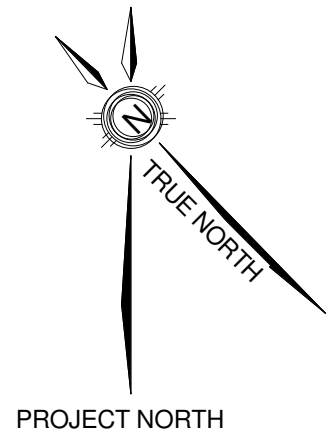


Shadow Study - December 11am

Guelph Apartments

① Shadow Study - December 11am
1 : 1200





Shadow Study - December 21 3pm

Guelph Apartments

① Shadow Study - December 21 3pm
1 : 1200



The Mayfield Park Community Association makes the following submissions to support a request to defer the vote on the application regarding 716 Gordon. If that is not feasible the application should be denied.

1. A Noise Impact study should be conducted, submitted, and reviewed to allow for proper assessment by the City Planning Department, Council, and for consultation with the adjacent neighbourhood before Application is approved and any changes made to Bylaws or zoning especially in relation to the three large terraces and the service vehicle access along the easterly border of the property.

2. An acceptable Landscape Plan should be required, which does not allow for the destruction of the majority of the mature trees on the eastern border of the property and ensures the safety of the trees on bordering properties. This should be provided by the developer before the Application is approved and before changes are made to Bylaws or Zoning.

3. The building designated use should remain as Post-Secondary Residence unless the parking allowance and visitor spaces are increased to reflect the currently required parking allowance for developments designated Apartment Buildings.

Noise Feasibility Study

The Noise Feasibility Study needs to address noise from the proposed terraces and from service and vehicle traffic on eastern side of the property.

The Application includes 3 large open air terraces which will have licensed events. There has been no evaluation of the impact of the noise from these large open air terraces on the adjacent low density residential neighbourhood. There has been no evaluation of these terraces from a safety perspective.

There has been no evaluation or study of the noise which will be generated from service vehicles in the back lane way of the property.

This study needs to be provided before approval of the application and should include public consultation with the adjacent neighbourhood. In the proposal there has been no consideration for alternatives to, or limitations on, open terraces to address noise and safety concerns.

There has been no response to the neighbourhood's concerns nor any invitation to meet, other than the initial information meeting.

The Noise Feasibility concerns as they relate to the adjacent low density residential neighbourhood need to be addressed before the vote occurs or the application should be denied.

The Fortens report recommends splitting the building into two separate structures for planning considerations. This has not been addressed. Presumably it would eliminate one of the terraces, if this separation were required. There is no indication that this recommended separation is being required as a condition for approval of the application.

In its original application over a decade ago, the developer's own consultant GSP felt that balconies should not be part of the design because of safety and noise considerations. They are the same consultant on this application.

* Fortens Planning Report

<https://pub-guelph.escribemeetings.com/filestream.ashx?DocumentId=41047>

Tree Preservation

At no point in the Staff Decision Report do Staff mention, let alone recommend, protecting the large stand of mature trees on the property. There is no reference to tree preservation or the City's One Canopy Strategy in the Decision Report other than recommending a 6-metre wide landscaped buffer to be developed along the easterly property line. The developer wants to reduce this buffer to 3 metres.

The original planning justification report for the application to the OMB from 2010 recommended keeping the trees as a natural buffer to the adjacent neighbourhood at Section 7.2 and 9.2.

The proposed Site Plan approval includes a requirement that the Developer provide an updated arborist report and tree management plan prior to any grading or tree removal or site plan approval. Moving this requirement to the Site Plan approval removed any right or need for public consultation. This, then, relegates the matter to a "please consider" category and eliminates the possibility of the City and its residents having any meaningful input or control over the destruction of the existing natural buffer. The preservation of the trees was a part of the original development plan proposed by the Developer at the OMB hearing.

The City's One Canopy Strategy is being undermined by moving this issue to the Site Plan stage. Removing and replacing existing 80 year old healthy majestic trees or paying tree removal compensation fees is not an acceptable solution to these serious

concerns. The language of “strong suggestion “ is not enough.

The Applicant should be required to participate in a process that results in an acceptable Tree Preservation and Protection Plan prior to approval.

All of the work recommended in the Internal Memo by Rory Barr Templeton, Landscape Planner, dated September 27, 2023 should be completed before the Application and zoning Bylaw is voted on or approved.

* Internal Planning Memo September 27, 2023 from Rory Barr Templeton
<https://pub-guelph.escribemeetings.com/filestream.ashx?DocumentId=41049>

<https://guelph.ca/plans-and-strategies/urban-forest-management-plan/#how-the-plan-works>

GSP Planning Justification Report 2010 filed with these comments

Parking

The parking allowance recommendations by the developer are based on studies of usage by students. If a reduced number of parking spaces and visitor spaces is to be allowed, the designated use should somehow as a Post-Secondary Residence or apartment. If this changes to Apartment, there should be no reduction in parking space allowance or amenity space.

Designation as Apartment v Post-Secondary Residence

The OMB decision and all of the plans for reduced amenity space and density have been based on this development’s permitted being a post-secondary residence. Removal of this designation undermines all of the developer’s plan for increased density well over and above any apartment building in the city reduced amenity space and parking.

The OMB designated the allowed use as a Post Secondary School residence and this was based on all the evidence presented at the OMB and presumably planning principles. All of the concessions relating to amenities, density and parking flowed from that designation.

The Applicants have always argued that students have access to the University amenities and have less cars.

The density proposed is much higher than any regular high density apartment building which is capped at 150 units per hectare in the new OP.

According to Attachment 8 on the city website, the Planning memo and appendices,

the proposal is based on bedrooms per hectare measurement and the developer is requesting 676 bedrooms per hectare which works out to about 1150 bedrooms.

A regular high density Apartment is 150/hectare under the official plan.

At the same time as recommending removing Student Residence as the allowed use, the City Planners have recommended changing density measurement 311 units/hectare.

This measurement could set an unreasonably high unit per hectare precedent for future high density apartment proposals in the city.

The official plan limit of 150/ units per hectare was arrived at using accepted planning principals. The OMB decision allowed for 156 units per hectare and presumably did the same.

We have not yet heard whether there are negative tax implications to the City by this designation. The developer should not be exempt from paying tax on the basis of this definition as a Student Residence.

* Attachment 10 Sustainability Statement dated February 13, 2023

<https://pub-guelph.escribemeetings.com/filestream.ashx?DocumentId=41048>