



**PLANNING REPORT  
for the TOWNSHIP OF GUELPH ERAMOSIA**

22/37 CofA A13-22– 160 Guelph St, Rockwood  
Prepared by the County of Wellington Planning and Development Department in our capacity as planning consultants for the Township

**MEETING DATE:** October 26<sup>th</sup>, 2022  
**TO:** Chair and Members of the Committee of Adjustment  
Township of Guelph Eramosa  
**FROM:** Zach Prince, Senior Planner  
County of Wellington  
**SUBJECT:** **MINOR VARIANCE APPLICATION A13-22 (Squire’s Lodge)**  
**160 Guelph St, Rockwood**  
**Ward 3**  
**ATTACHMENTS:** **1 – Applicant’s Site Plan**  
**2 – Comments from Township Public Works Department**

We have reviewed the application for minor variance and provide the following comments; staff visited the site on October 11<sup>th</sup>, 2022.

**Recommendation**

Be it resolved that the Committee of Adjustment of the Township of Guelph/Eramosa has received the following Planning Report regarding MINOR VARIANCE APPLICATION A13-22– 160 Guelph St, and;

The relief being requested as part of Application A13-22 be approved as follows:

- To permit a minimum lot area of 4,817.4m<sup>2</sup>, whereas 7,800m<sup>2</sup> is required
- To permit a minimum interior side yard setback of 3.5m, whereas 4.5m is required
- To permit a minimum rear yard setback of 4m, whereas 7.5m is required
- To permit a parking ratio of 0.86 spaces per unit, whereas 1.5 spaces per unit is required for off-street parking to permit a total of 43 parking stalls and visitor spaces provided off site
- To permit a parking area to be located in the front and side yard, whereas the parking area for a residential use containing three or more dwelling units shall only be located within the rear yard.
- To permit a loading space within 13m of the street line, whereas 20m is required.

The following conditions are recommended for approval:

1. That 10 bicycle spaces be provided on the applicant’s site plan or within the building and that the spaces be located in proximity to the building’s entrance; and,
2. That site plan approval be obtained from the Township.

**Proposal**

The purpose of this application is to facilitate the development of an additional building on an existing site that currently contains 26 affordable housing units. The applicant is proposing to construct a new 542m<sup>2</sup> (5,834 ft<sup>2</sup>) building with 24 units which would be operated by Eramosa Non-Profit Housing Corporation and provided as a mix of market and non-market housing. The existing Housing corporation works with the County of Wellington’s Housing team to provide below market rate housing and has an existing waitlist of potential users of the building. The proposed building would provide a mix of one and two bedroom apartments some of which will be barrier free and marketed towards seniors. The property is surrounded by residential and commercial uses.

The details of the minor variance application are included in the table below:

Regulation	By-law Section	Required	Proposed	Relief Requested
Minimum Lot Area	11.2.9.1	7,800 m <sup>2</sup>	4,816.4 m <sup>2</sup>	2,983.6 m <sup>2</sup>
Rear Yard Setback	11.2.9.4	7.5 m	4 m	3.5 m
Interior Side Yard Setback	11.2.9.5	4.5 m	3 m	1.5 m
Parking Ratio	5.1	1.5 per unit (75 spaces)	0.86 per unit (43 spaces)	32 spaces
Parking Location	5.1.10.2.1	No parking within the Front or side yard	Allow spaces located in the front yard	
Visitor parking	5.1	1 space per 4 units (13 spaces)	Visitor parking off site (0 onsite)	13 spaces
Loading Space Location	5.3.4	20 m	13 m	7 m
Driveway to lot line setback	5.1.10.3.2.b	0.6 m from lot line	0 m	0.6 m



Figure 1 - Subject property

Our discussion of this application relative to the four tests under the Planning Act is as follows:

Four Tests	Discussion:
That the requested variance is <b>minor</b> in nature	<ul style="list-style-type: none"> <li>• A number of provisions are proposed to be amended to facilitate the development of the site. Staff have provided planning comments below to provide further details on specific provisions.</li> <li>• The proposed development would be considered an infill development. The proposed reductions would facilitate additional residential units that may not otherwise be achievable with the current zoning provisions.</li> <li>• Based on the site location and information provided by the applicant planning staff's opinion is that the requests are minor in nature.</li> </ul>
That the intent and purpose of the <b>Zoning By-law</b> is maintained	<ul style="list-style-type: none"> <li>• The subject lands are zoned Village Service Commercial (C2).</li> <li>• The C2 zone permits apartment dwellings and retirement homes, the zone does not require commercial to be located on the ground floor.</li> <li>• Further planning discussion regarding the specific reductions below, staff are of the opinion that the proposed variances meet the intent of the zoning by-law.</li> </ul>
That the general intent and purpose of the <b>Official Plan</b> is maintained	<ul style="list-style-type: none"> <li>• The subject lands are designated Residential Transition Area within the Rockwood Urban Centre in the County of Wellington's Official Plan (OP).</li> <li>• The Residential Transition Area allows for apartments and residential uses on the ground floor.</li> <li>• Urban Centres are intended to be the focus of growth in the County including a diversity of housing types.</li> <li>• Section 8.3.2 notes the following objectives for residential development "b) provide a variety of dwelling types to satisfy a broad range of residential requirements and ensure that affordable housing is available;" and "d) to support the development, at appropriate locations and densities, of residential facilities that meet the housing needs of persons requiring specialized care;"</li> <li>• The subject proposal intends to introduce an addition 24 units rental units to the market.</li> <li>• The intent and purpose of the Official Plan is met.</li> </ul>
That the variance is <b>desirable</b> for the appropriate development and use of the land, building or structure	<ul style="list-style-type: none"> <li>• The County OP directs much of the growth in Guelph/Eramosa to Urban Centres (Rockwood), the proposed development would be an infill development in the OP which utilizes existing services</li> <li>• Further, this would meet some of the goals identified in the County's attainable housing strategy.</li> </ul>

#### Agency Comments

- *Building Department:*

1. A grading plan for the development would be required at the time of site plan application.

2. Ontario Building Code spatial separations are to be considered when approaching closer to property lines. This would also be looked at during the site plan application.

- *GRCA*: No comments
- *Public Works*: Detailed Comments included as **Attachment 2**
- *Fire Department*: No Objection

## **Planning Comments**

### *Reduced Parking & Loading Space Location*

The applicant has submitted a parking assessment letter completed by Salvini Transportation Consulting. The assessment outlines the current parking ratio for the site and identifies that the users of the housing units requiring fewer parking spaces than required in the Zoning By-law. Considering the current users which are made up of mostly senior citizens which do not always own an individual car. Currently the building users park on-site, within the municipal boulevard on Guelph St, and visitors utilize parking on the street. The proposed total number of units would be 50 units, with a total of 43 parking spaces on the site. Based on the Township's current parking standards – 1.5 stalls per unit and 1 visit space per 4 units – 75 parking stalls would be required in the zoning by-law plus an additional 13 visitor parking spaces. The applicant is proposing that due to the current parking ratio, the unit types, and the intended users, that the typical parking standards applied are in excess for their needs. The applicant has further indicated that through the unit marketing that the limits are parking are communicated to residents.

Regarding the requested relief for lot area, the nature of the building is to provide primarily one bedroom units with a number of units being constructed to be barrier free units. Further, the lot area is an existing situation. Eramosa non-profit housing provides rent geared to income and primarily directed to seniors in the community. The proposed units are modestly sized but provide units that are not being served by the housing market.

Although not fully explored, there are potential other off-site parking arrangements that could be explored. Further, as noted below, there are alternative modes of transportation that also exist in the area.

Regarding the requested reduction in loading space location, due to the layout of the plan staff consider this request minor and the space can still be partially screened from the road. Further, staff expect the need for the loading space to be minimal and would prioritize the need for fire and ambulance movements to the entrances of the building.

### *Alternative modes of transportation*

Staff note that Rockwood is currently serviced by GO Transit which travels between Guelph and Georgetown. While the proportion of users frequently taking the bus is unknown to staff, the presence of the bus does provide an alternative mode of transportation for users and visitors to the building. An additional service is the County's Ride Well service which provides on demand services across the County. Further, recognizing that the building is located near downtown Rockwood planning staff are proposing that bicycle parking be provided on site to off set the loss in parking for residents and visitors. Currently there are no bike parking spaces and staff recommend that 10 spaces be provided on site (0.2 spaces per unit).

### *Side and Rear Yard Setback Reductions*

Regarding the proposed 0 m side yard setback for the driveway, there would be no opportunities to landscape between the lot line and the driveway. The reduction is necessary to facilitate the required width of the driveway in the zoning by-law and the location of the existing building. Planning staff's opinion is that this request is minor and that other options for landscaping and screening be looked at during the site plan stage.

Regarding the proposed rear yard reduction, the applicant has pre consulted with the MTO to permit a reduced setback of 4 m from the Highway 7. The lot have frontage on 2 streets and the zoning by-law states that in these cases where the main entrance is location is considered the front yard (Guelph St). Reducing the rear yard in this case would allow the building to be built closer to the street which would improve the streetscape in this area. Planning staff have no concerns with this reduction.

The proposed interior side yard reduction would allow for greater vehicle movement to access the proposed building. The proposed 3.5 m would provide sufficient space for a variety of landscaping features and adequate width to maintain the building in the future. Planning staff have no concerns with this reduction.

*Lot Area and proposed density*

The applicant is proposing a reduction in the minimum lot area for the site. The requested relief recognizes the existing lot area which has been in existence for a substantial amount of time. In reviewing the overall density on-site, the proposed density would be at approximately 50 units per acre or 123 units per hectare. Staff note that the development is primarily one bedroom units and in combination with the requested reduction in parking on site would facilitate affordable housing units to be constructed on the site. It is further understood that the applicant's intent to gear these units towards seniors.

*Additional Landscaping Requirements*

Planning staff note that a sizeable area of the site is being removed for parking and the proposed building, while the proposed amenity space is provided for the users of the building, a large portion of the existing green space is proposed to be removed for parking and the building. Through the site plan review stage, planning staff will require enhanced landscaping buffers to be provided to assist in mitigating the potential visual impacts of the new development, including the parking. The addition of landscape buffer will help support reduced setbacks and buffer the proposed parking arrangements.

**Conclusion**

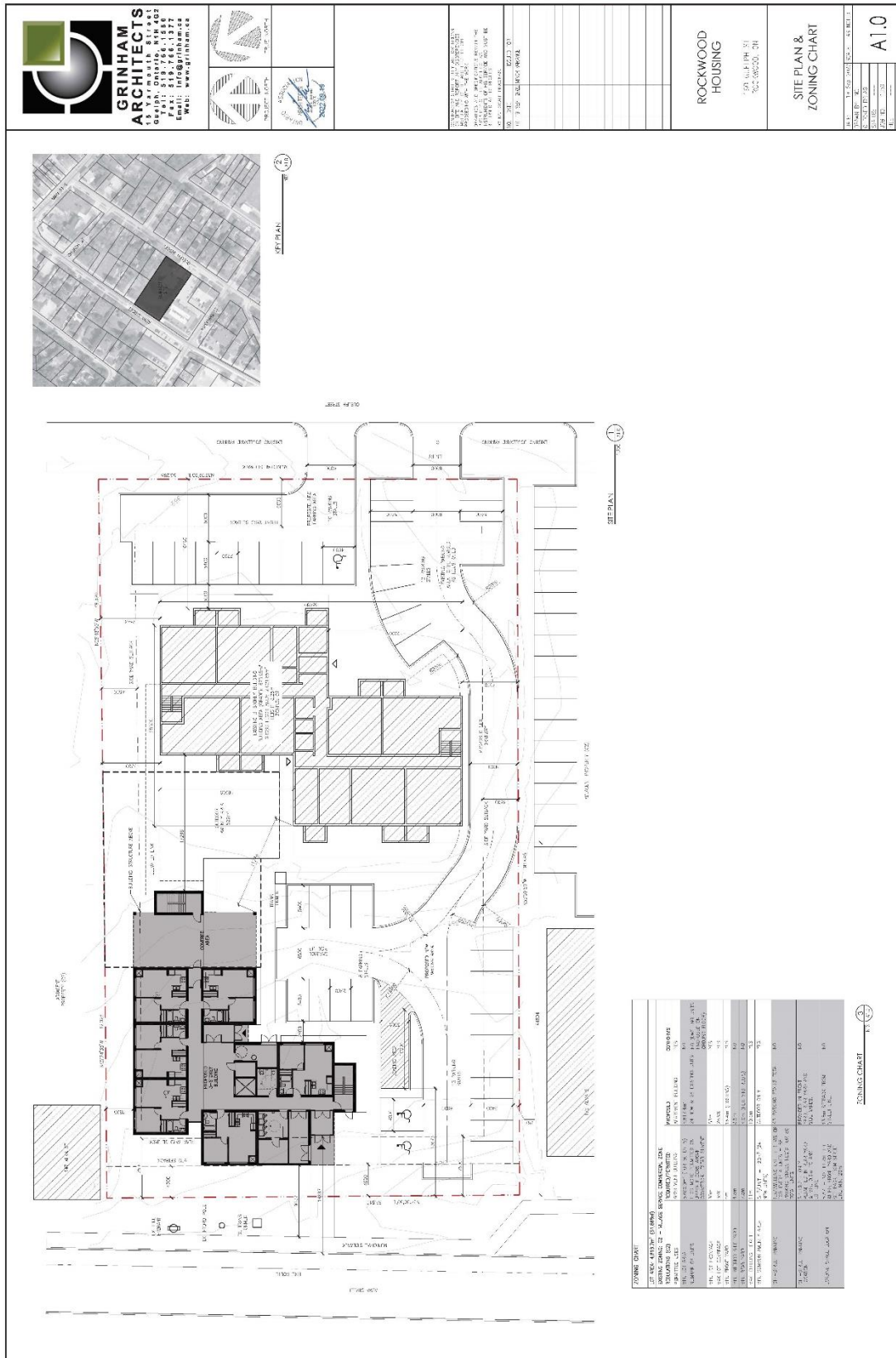
A site plan amendment application will be required to facilitate the development which will address concerns related to landscaping, buffering and urban design. Planning staff are of the opinion that the proposed amendments meet the intent and purpose of the zoning by-law and official plan, is minor in nature and represents desirable and appropriate development.

Respectfully submitted  
County of Wellington Planning and Development Department

  
Zach Prince RPP MCIP  
Senior Planner

Reviewed by Township of Guelph Eramosa CAO
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Ian Roger, P.Eng. CAO

# ATTACHMENT 1: Site Plan



**ATTACHMENT 2: Public Works Comments**



**MEMO**

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**TO:** Amanda Roger, Planning Technician  
**FROM:** Harry Niemi, P. Eng., Director of Public Works  
**DATE:** October 17, 2022  
**RE:** A13-22, 160 Guelph Street, Application for a Minor Variance

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Public Works has received the September 29, 2022, circulation of the above noted Minor Variance application plus the September 30, 2022, Parking Assessment Letter Report prepared by Salvini Consulting. Several items of relief are requested through the application.

Public Works has no specific comments from a grading or servicing perspective related to minimum lot area, interior side yard, rear yard, and loading space location provided the grading criteria can be met.

The other requested relief is related to off street parking requirements and location. Again, Public Works has no comments specific to the adequacy of the off-street parking provided/required but wishes to comment on the availability of on-street parking as it relates to the off-street parking requirements.

Table 1 of the Parking Assessment indicates there are ten to twelve parking spaces available on the boulevard fronting the property. That number is no more than nine spaces. There is space for two vehicles between the existing property entrance and the Post Office entrance. Maintaining a minimum six wide entrance there is approximately 39 m from the east edge of the property entrance to the property and the driveway on the neighboring property at 154 Guelph Street. The minimum parking space length is 5.4 m as per the zoning by-law (does not directly apply to stall length in a row where parallel parking is required). This provides at most an addition seven spaces east of the existing entrance for a total of nine.

The proposed site plan includes a second entrance which effectively eliminates two boulevard parking spaces by allowing for the existing two between the existing entrance

and Post Office, one between the existing and proposed entrances and four to the east of the proposed entrance.

The other aspect of the boulevard parking relates to winter operations. Public Works does not provide snow removal on boulevard parking areas. The facility utilizes private snow removal for the site which also clears snow from the boulevard parking area. That snow has historically been stored on the front yard which will now be an entrance and parking. Adequate snow storage must be provided, or the available on-street and off-site parking will be considerably reduced in the winter.

In closing, Public Works has no comment on the resident parking demand but is clarifying the available on street boulevard parking.

Please let me know if you have any questions.

A handwritten signature in black ink, appearing to read "Harry Niemi". The signature is fluid and cursive, with the first name "Harry" being more prominent than the last name "Niemi".

Harry Niemi, P.Eng.,  
Director of Public Works

Cc: Zachary Prince, County of Wellington