

TO

City Council

SERVICE AREA

Planning, Building, Engineering and Environment

DATE

February 10, 2014

SUBJECT

150-152 Wellington Street East - Proposed Zoning By-

law Amendment (File: ZC1308)

Ward 1

REPORT NUMBER 14-07

EXECUTIVE SUMMARY

PURPOSE OF REPORT

This report provides a staff recommendation for the property at 150-152 Wellington Street East to approve a Zoning By-law Amendment application to rezone the subject property to the CBD.2-? (Specialized Central Business District) Zone to permit the development of an 18 storey mixed use building with 144 residential units and approximately 498 square metres of ground level commercial floor area.

KEY FINDINGS

Planning staff support the proposed rezoning subject to the regulations and conditions in Attachment 2.

FINANCIAL IMPLICATIONS

Projected Taxation

\$644,551.60per year (including residential units and commercial floor area)

Development Charges

Residential

\$1,824,475.00 (115 2-bedroom units @ \$15,865 per unit)

Residential

\$332,369.00 (29 1-bedroom units @ \$11,461 per unit)

Commercial \$66,697.14 (498 m² of commercial floor area @ \$133.93 per m²)

Total

\$2,223,541.10

ACTION REQUIRED

Council is being asked to approve the Zoning By-law Amendment for the subject lands.

RECOMMENDATION

1. That Report 14-07 regarding a Zoning By-law Amendment application by Stantec Consulting Ltd. on behalf of The Tricar Group, for approval of a Zoning By-law Amendment from the CBD.2-1 (Specialized Central Business District)



Zone to a CBD.2-? (Specialized Central Business District) Zone to permit the development of an 18-storey mixed use building for the property municipally known as 150-152 Wellington Street East, and legally described as Pt Grist Mill Lands, Plan 8, Pt 2, 61R1309, Pt School Lot, Plan 8, Pt Surrey Street, Plan 379, PT 3, 61R1309, closed by ROS178965; Pt Lot 5, Plan 269, City of Guelph, be approved in accordance with the zoning regulations and conditions outlined in Attachment 2 of Planning, Building, Engineering and Environment Report 14-07 dated February 10, 2014.

2. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the minor modifications to the proposed Zoning By-law Amendment affecting 150-152 Wellington Street East.

BACKGROUND

An application for a Zoning By-law Amendment has been received for the property municipally known as 150-152 Wellington Street East from Stantec Consulting Ltd. The application would permit the development of an 18-storey mixed use building, consisting of 144 residential units and approximately 498 m² of ground floor commercial space.

The application was deemed complete on July 22, 2013. The statutory Public Meeting was held on September 9, 2013. Report 13-48 from Planning, Building, Engineering and Environment provided background information related to the proposed Zoning By-law amendment application.

Location

The subject property has a site area of approximately 0.55 hectares and is located at the southwest corner of Macdonell Street and Wellington Street East (see Location Map in Attachment 1). The subject property is vacant and was previously part of the former Marsh Tire site.

Adjacent land uses consist of the CN railway line and inter-modal transit terminal to the north; the Downtown multi-use trail and Speed River to the east (across Wellington Street); and a mix of low-rise residential dwellings and commercial buildings to the south and west.

Existing Official Plan Land Use Designation and Policies

The Official Plan land use designation and policies applicable to the subject site are contained in Official Plan Amendment #43 (OPA 43), which incorporates the Downtown Secondary Plan policies into the Official Plan. On June 18, 2013, the Ontario Municipal Board ruled that OPA #43 is in full force and effect as of the date of Council adoption (May 28, 2012) with the exception of specific portions that have been identified as being under appeal. It is noted that the subject site is not subject to any appeals.



The Official Plan land use designation that applies to the subject site is "Mixed Use 1", as illustrated in Attachment 3. "Mixed Use 1" areas are intended for a broad range of land uses including retail and service, multiple residential, live/work, office, entertainment and recreational commercial, cultural, educational and institutional, in a mixed highly compact development form.

Related land use policies are included in Attachment 3.

Existing Zoning

The subject property is zoned CBD.2-1 (Specialized Central Business District) Zone, as illustrated in Attachment 4. Details of this zone are also included in Attachment 4.

REPORT

Description of Proposed Zoning Bylaw Amendment

The applicant is requesting to rezone the subject property from the CBD.2-1 (Specialized Central Business District) Zone to a CBD.2-? (Specialized Central Business District) Zone to permit the proposed 18 storey mixed use building.

The applicant has requested to develop the property in accordance with the permitted uses and regulations of the standard CBD.2 Zone, with the following exceptions:

- That Section 4.16 (angular plane requirements) not apply;
- That Section 6.3.3.2.1.1.6 (access to rear yard) not apply; and
- To permit a rear yard, side yard and front yard of 0 metres;
- To permit a building height of 18 storeys; and
- To permit a building coverage of 100%.

Further details of the proposed zoning are provided in Attachment 4.

Proposed Development

The applicant's proposed site concept plan and building elevations are shown in Attachment 5.

The concept plan proposes an 18-storey building, consisting of 144 residential units and approximately 498 m² of ground floor commercial area. Residential units include 29 one bedroom units and 115 two bedroom units. The commercial units are proposed along the frontage of Wellington Street East. The development proposes a large green rooftop amenity space on the $3^{\rm rd}$ storey and additional landscaped areas would be provided at grade and on the $7^{\rm th}$ storey. All residential uses have been setback a minimum of 30 metres from the adjacent CN / GO Transit rail corridor to the north in accordance with applicable regulations.

Vehicular access to the site would be from Surrey Street, which currently provides a connection to Neeve Street, and is proposed to provide a new connection to Wellington Street East. It is intended that Surrey Street be extended from the end of its current cul-de-sac to a new intersection with Wellington Street East. Permitted movements at this new Wellington Street/Wellington Street East intersection would be



limited to right turns to and from Surrey Street. Access to the three level parking garage and servicing and loading area is provided through the proposed Surrey Street extension at the south face of the building.

The City has also retained a Peer Review Architect, Mr. Ralph Giannone of Giannone Petricone Associates Inc. to assist in the review of the proposed development. The report prepared by Ralph Giannone is referred to in the Staff Planning Analysis (Attachment 7) and included as Attachment 8.

Revisions to the Application

Through the review of the application, which included the peer review architect process, a number of revisions to the design of the building have been made. This included:

- increased stepbacks for the tower portion of the building from the lower podium along both the Wellington Street East and Surrey Street frontages;
- a reduction in the tower floor plate;
- incorporating a more prominent 3 storey lobby podium within the lower podium as a focus at the new Surrey Street and Wellington East intersection;
- incorporating a curved 2 storey lower podium design providing commercial space along the Wellington Street frontage;
- scaling back the building envelope at the southwest corner of the site to help accommodate a future active transportation link: and
- other minor building design refinements, including modifications to the top of the building.

The number of proposed residential units has been reduced from 165 to 144 in association with these revisions. In addition, a zoning regulation to permit a maximum building coverage of 100% has been requested in order to implement the proposed site design.

Staff Planning Analysis

The staff review and planning analysis of these applications is provided in Attachment 7. The analysis addresses all relevant technical and planning considerations including the issues and questions raised by Council and members of the public at the Statutory Public Meeting held on September 9, 2013. The issues addressed relate to:

- Evaluation of the proposal against the Provincial policies including the Provincial Policy Statement and Places to Grow;
- Evaluate how the application conforms to the applicable Official Plan land use designations and policies, including the Downtown Secondary Plan and any other related amendments;
- Consideration of the River Systems Management Plan;
- Review of the proposed zoning and specialized regulations;
- Site layout and building design;
- Traffic, parking and site access related issues;



- Consideration of future development on adjacent City lands;
- Integration of proposal with surrounding lands, including future development opportunities of a City parking structure and active transportation link;
- · Evaluation of the preliminary noise and vibration analysis; and
- Community Energy Initiative considerations.

Staff Recommendation

Planning staff are satisfied that the Zoning By-law Amendment application is consistent with the Provincial Policy Statement and conforms to the Places to Grow Plan and the City's Growth Plan conformity amendment (OPA 39). In addition, the application to amend the zoning conforms to the objectives and policies of the Official Plan, which now incorporates the policies of the Downtown Secondary Plan (OPA 43). The revisions made to the application are considered minor and therefore staff recommend that no further public notice is required in accordance with Section 34(17) of the Planning Act. Planning staff are recommending that Council approve the Zoning By-law Amendment subject to the conditions and regulations outlined in Attachment 2.

CORPORATE STRATEGIC PLAN

Strategic Direction 3.1: Ensure a well-designed, safe, inclusive, appealing and sustainable City.

FINANCIAL IMPLICATIONS

Projected Taxation

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Development Charges

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Commercial \$66,697.14 (498 m² of commercial floor area @ \$133.93 per m²)

Total \$2,223,541.10

COMMUNICATIONS

The Notice of Complete Application was mailed on July 25, 2013 to local boards and agencies, City service areas and property owners with 120 metres of the subject site for comments. The same notice was provided by signage on the site. The Notice of Public Meeting was advertised in the Guelph Tribune on August 15, 2013. Notice of Decision Meeting was mailed to interested parties on January 22, 2014.



DEPARTMENTAL CONSULTATION

The public agency and comments received from City departments during the review of the application are summarized on Attachment 14.

COMMUNICATIONS

Key dates for the public process regarding this planning application are included in Attachment 15.

ATTACHMENTS

Attachment 1 - Location Map

Attachment 2 - Recommended Zoning Regulations and Conditions

Attachment 3 - Existing Official Plan Land Use Designations and Policies

Attachment 4 - Existing and Proposed Zoning and Details

Attachment 5 - Proposed Development Concept

Attachment 6 - Building Elevations

Attachment 7 - Planning Staff Analysis

Attachment 8 - Peer Review Architect Report

Attachment 9 - Angular Plane Analysis

Attachment 10 - Shadow Study

Attachment 11 - Architect Wind Letter

Attachment 12 - Plan Illustrating Land Exchange between City and Developer

Attachment 13 - Community Energy Initiative Commitment

Attachment 14 - Circulation Comments

Attachment 15 - Public Notification Summary

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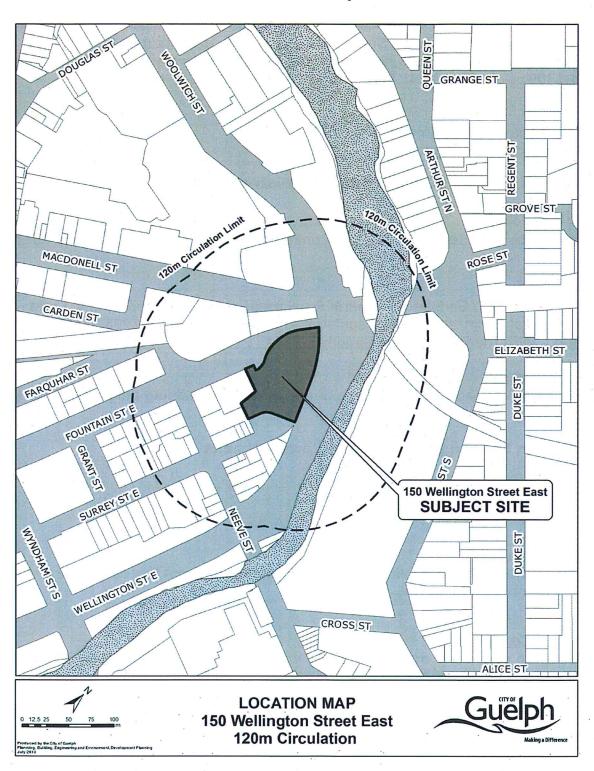
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Attachment 1 Location Map





Attachment 2 Recommended Zoning Regulations and Conditions

The property affected by the Zoning By-law Amendment application is municipally known as 150-152 Wellington Street East and legally described as Pt Grist Mill Lands, Plan 8, Pt 2, 61R1309, Pt School Lot, Plan 8, Pt Surrey Street, Plan 379, PT 3, 61R1309, closed by ROS178965; Pt Lot 5, Plan 269, City of Guelph.

Zoning By-law Amendment

The following zoning is proposed:

Specialized CBD.2-? (Central Business District) Zone

Permitted Uses

In accordance with Section 6.3.1.1 of Zoning By-law (1995)-14868, as amended.

Regulations

In accordance with Section 4 (General Provisions) and Section 6.3.2 and Table 6.3.2 (Central Business District Regulations) of Zoning By-law (1995)-14864, as amended, with the following exceptions:

Building Height

Despite Row 8 of Table 6.3.2, the maximum permitted building height shall be 18 storeys.

Front, Rear, Side and Exterior Side Yard Setbacks

0 metres

Building Coverage

100 %

Angular Plane

Section 4.16 outlining a maximum angular plane of 45° from the centerline of the street shall not be applicable.

Proposed Conditions

The following conditions are provided as information to Council and will be imposed through site plan approval:

1. The Owner shall submit to the City, in accordance with Section 41 of the *Planning Act*, a fully detailed site plan, indicating the location of buildings, landscaping, parking, circulation, access, lighting, tree preservation, grading and drainage and servicing on the said lands to the satisfaction of the General Manager of Planning Services and the General Manager/City



Engineer, prior to the issuance of a building permit, and furthermore the Owner agrees to develop the said lands in accordance with the approved plan.

- a. Further, the Owner commits and agrees that the details of the layout and design for the development of the subject lands shall be generally in conformance with the development concept plan and elevations attached as Attachment 5 to the February 10, 2014 Planning, Building, Engineering and Environment Report Number 14-07.
- b. Further, the Owner shall implement the recommendations of the Urban Design Brief, dated December 5, 2013, by The MBTW Group, as updated in consultation with City Staff, to the satisfaction of the General Manager of Planning Services. This includes guidelines respecting:
 - i. the details of stepbacks for the upper podium and tower;
 - ii. the maximum floor plate and length to width ratio of the tower;
 - iii. the implementation of the curved building frontage along Wellington Street East and the creation of a strong connection with the sidewalk along Wellington Street;
 - iv. the minimum floor to floor height of ground level commercial uses; and
 - v. the proposed brick material for the podium of the building and the colour pallet for the building.
- c. Further, that appropriate traffic calming measures be incorporated on the proposed extension of Surrey Street that provides a connection with Wellington Street East to assist in deterring short-cutting vehicle movements.
- d. Further, the Owner commits and agrees to develop the detailed site plan based on the appropriate provision of public on-street parking on Wellington Street in front of the subject site.
- e. Further, the Owner commits and agrees to explore opportunities to provide one or more off-street parking spaces for shared use vehicles as part of a community carshare program.
- f. Further, the Owner commits and agrees to explore opportunities to provide tree compensation at a replacement ratio of 3:1. Tree compensation can be provided on site and/or on adjacent nearby sites and/or through provision of cash-in-lieu. Enhanced tree planting standards shall also be explored to ensure the provision of sufficient soils volumes for trees, as per best management practices.



- g. Further, the Owner commits and agrees to implement specific design enhancements to the proposed building, as identified within the Peer Review Architect Report included in Attachment 8, to the satisfaction of the General Manager of Planning Services. This includes:
 - i. Exploring potential design opportunities to address the interface/connection between the upper podium and tower; and
 - ii. Revisions to the top of the building (mechanical level) to incorporate a standing seam roof.
- 2. The Owner shall implement the guidelines of the Urban Design Master Plan, dated November 12, 2013, by The MBTW Group, as updated in consultation with City staff, to the satisfaction of the General Manager of Planning Services to contribute to meeting the applicable principles, objectives and policies of the Downtown Secondary Plan. This includes:
 - ensuring the proposed site design and associated open space elements support and do not preclude the appropriate incorporation of a future active transportation link between Wellington Street and the Major Transit Station, as well as a future City parking structure directly west of the subject lands;
 - b. providing detailed and articulated street level facades with high quality materials, avoiding blank walls.
 - c. creating a high quality, pedestrian oriented environment with enhanced landscaping and streetscaping; and
 - d. the design and placement of Public Art within the site's publicly accessible open spaces to interpret and respond to the heritage in the immediate vicinity, such as the location of one of Guelph's earliest school.
- 3. Prior to the issuance of site plan approval, the Owner shall provide the City with written confirmation that the building on the subject site will be constructed to a standard that implements energy efficiency in order to support the Community Energy Initiative to the satisfaction of the General Manager of Planning Services and in accordance with the letter attached as Attachment 13 to Report 14-07 from Planning, Building, Engineering and Environment dated February 10, 2014. This includes the intent to implement District Energy for the proposed building.
- 4. Prior to the issuance of site plan approval, written confirmation shall be received from the General Manager of Solid Waste Resources or his or her designate that the proposed development is in conformance with Bylaw (2011)-19199, known as the Waste Management By-law. Further, the Owner agrees and commits to employ a three-stream waste collection



system with considerations and opportunities developed in their Waste Management Plan that would facilitate the transition to City collection at some point in the future.

- Prior to the issuance of site plan approval for the lands, the Owner shall pay to the City, the City's total cost of reproduction and distribution of the Guelph Residents' Environmental Handbook, to all future households within the project, with such payment based on a cost of one handbook per residential household, as determined by the City.
- 6. The Owner shall pay to the City, as determined applicable by the Chief Financial Officer/City Treasurer, development charges and education development charges, in accordance with the City of Guelph Development Charges By-law (2009)-18729, as amended from time to time, or any successor thereof, and in accordance with the Education Development Charges By-laws of the Upper Grand District School Board (Wellington County) and the Wellington Catholic District School Board, as amended from time to time, or any successor by-laws thereof, prior to this issuance of any building permits, at the rate in effect at the time of the issuance of a building permit.
- 7. That prior to the issuance of building permits, the Owner shall pay to the City a cash payment in-lieu of conveyance of parkland in accordance with By-law (1989)-13410, as amended by By-law (1990)-13545 and By-law (2007)-18225 or any successor thereof.
- 8. Prior to site plan approval, the Owner shall have a Professional Engineer design a grading plan and stormwater management system, satisfactory to the General Manager/City Engineer.
- 9. Prior to site plan approval, the Owner shall provide to the City, to the satisfaction of the General Manager/City Engineer, any of the following studies, plans and reports that may be requested by the General Manager/City Engineer:
 - a. a traffic impact and operations report covering all aspects of access and egress to the site and the effect of the development on the surrounding roads was submitted and reviewed which was acceptable;
 - b. a servicing and stormwater management report certified by a Professional Engineer in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment's "Stormwater Management Practices Planning and Design Manual" which addresses the quantity and quality of stormwater discharge from the site together with a monitoring and maintenance program for the stormwater management facility was submitted and approved; however, it required amendments to reflect the updates required.



- 10. The Owner shall, to the satisfaction of the General Manager/City Engineer, address and be responsible for adhering to all the recommended measures contained in the plans, studies and reports required by the General Manager/City Engineer.
- 11. The Owner has submitted all environmental site assessment, risk assessment, remediation and monitoring reports prepared in accordance with the Records of Site Condition regulation (O. Reg. 153/04 as amended) describing the current conditions of the property known municipally as 150 Wellington Street to the satisfaction of the City.
- 12. Prior to site plan approval, the Owner shall complete the following:
 - a) File a Record of Site Condition (RSC) on the Ministry of the Environment (MOE) Environmental Site Registry for the property including certification by a Qualified Person as defined by O.Reg. 153/04 that the environmental condition of the property meets the appropriate MOE Site Condition Standards for the intended land use; and,
 - b) Submit the MOE acknowledgment letter for the RSC to the satisfaction of the City;
 - c) Reliance letter prepared by a qualified person (QP).
- 13. The Owner grades, develops and maintains the site including the storm water management facilities designed by a Professional Engineer, in accordance with a Site Plan that has been submitted to and approved by the General Manager/City Engineer. Furthermore, the Developer shall have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system, and that the storm water management system was approved by the City and that it is functioning properly.
- 14. Prior to site plan approval and prior to any construction or grading on the lands, the Developer shall construct, install and maintain erosion and sediment control facilities, satisfactory to the General Manager/City Engineer, in accordance with a plan that has been submitted to and approved by the General Manager/City Engineer.
- 15. The Owner shall pay to the City the actual cost of all works associated with the reconstruction of interconnecting Surrey Street E to Wellington Street including any traffic calming on Surrey Street and furthermore, prior to site plan approval, the Developer shall pay to the City the estimated cost of all works associated with the reconstruction of interconnecting Surrey St E to Wellington Street including any traffic calming on Surrey Street as determined by the General Manager/City Engineer.



- 16. The Owner's engineer shall provide a complete road reconstruction design including an engineering plan and profile drawing describing the new Surrey Street connection into the Wellington Street right-of-way in addition to a MOE Environmental Compliance Approval (ECA) for the new storm sewers prior to site plan approval to the satisfaction of the General Manager/ City Engineer. The Owner shall be responsible for the entire cost of the aforementioned Surrey Street design and MOE ECA application process.
- 17. The Owner shall pay to the City the actual cost of all works associated with the modifications on Wellington Street to suit the proposed development and furthermore, prior to site plan approval, the Owner shall pay to the City the estimated cost of all works associated with modifications on the Wellington Street to suit the proposed development, as determined by the General Manager/City Engineer.
- 18. The Owner shall pay to the City the actual cost of removing any existing service laterals that are not being used for the condominium development and furthermore, prior to site plan approval, the Owner shall pay to the City the estimated cost of removing the existing service laterals, as determined by the General Manager/City Engineer.
- 19. The Owner shall be entirely responsible for a "Transfer, Release and Abandonment of the Easement" for sanitary sewer, storm sewer, water and hydro (Part 3, 61R-1309 Instrument No. RO664462) traversing the subject property prior to site plan approval.
- 20. The Owner shall pay to the City the actual cost of the construction of the new driveway accesses, curb cut including boulevard restoration, i.e. topsoil/sod within right-of-way allowance prior to site plan approval. Furthermore, prior to site plan approval, the Owner shall pay to the City the estimated cost of constructing the new driveway accesses, curb cut, including boulevard restoration, i.e. topsoil/sod within the right-of-way allowance as determined by the General Manager/City Engineer.
- 21. Prior to site plan approval, the Owner shall enter into an easement agreement with the City for the use of City lands for the construction, maintenance and improvement of any landscaping areas, off street-parking, walkways or other access for the development. Such easement agreement shall be registered on title at the Owner's expense, shall address cost sharing and maintenance between the Owner and the City, and shall be in a form and content satisfactory to the City Solicitor and City Engineer. The Owner shall replace and restore at his own cost all surface features including curb and gutter, sidewalks and boulevards and any underground services within the road allowance that may have been removed or damaged during site development.



- 22. That the Owner makes satisfactory arrangements with Union Gas for the servicing of the lands, as well as provisions for any easements and/or rights-of-way for their plants, prior to the development of the lands.
- 23. That all electrical services to the lands are underground and the Owner shall make satisfactory arrangements with Guelph Hydro Electric Systems Inc. for the servicing of the lands, as well as provisions for any easements and/or rights-of-way for their plants, prior to the development of the lands.
- 24. The Owner shall ensure that all telephone service and cable TV service in the Lands shall be underground. The Owner shall enter into a servicing agreement with the appropriate service providers for the installation of underground utility services for the Lands.
- 25. Prior to the issuance of a building permit, any monitoring wells and boreholes drilled for hydrogeological or geotechnical investigations shall be properly abandoned in accordance with current Ministry of the Environment Regulations and Guidelines. The Owner shall submit a Well Record to the satisfaction of the General Manager/City Engineer.
- 26. The Owner shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal, adverse impacts to any significant archaeological resources found. No demolition, grading or any soil disturbances shall take place on the subject property, prior to the issuance of a letter from the Ministry of Citizenship, Culture and Recreation to the City indicating that all archaeological assessment and/or mitigation activities undertaken have met licensing and resource conservation requirements.
- 27. That prior to the issuance of site plan approval a detailed noise study be submitted and the recommendations of the study be integrated into the design of the building, particularly with respect to noise mitigation specifications for upgraded windows/cladding, outdoor amenity areas and air-conditioning requirements to the satisfaction of the General Manager of Planning Services.
- 28. The following warning clause shall be incorporated into a future site plan control agreement, offers to purchase and agreements of purchase and sale or lease of each dwelling unit within 300 metres of the railway right-of-way:
 - "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future

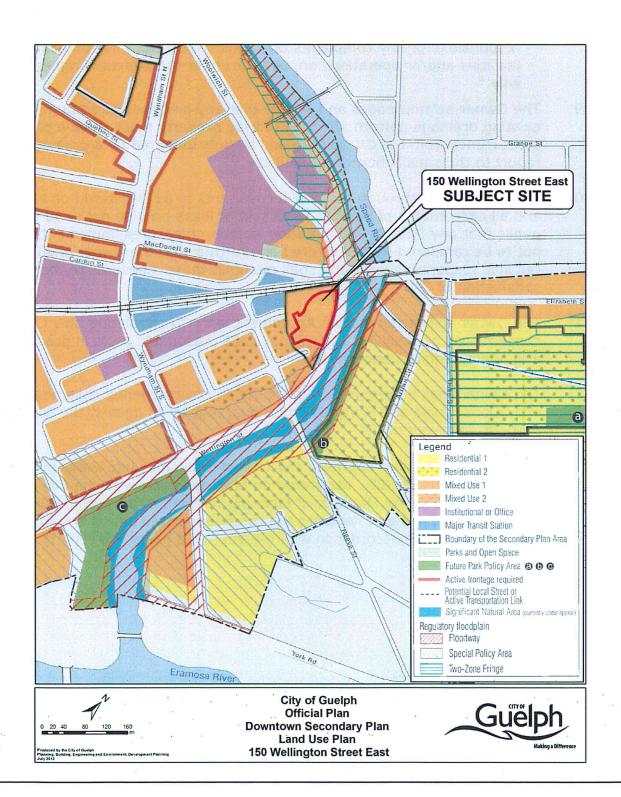


including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."

- 29. The Owner acknowledges and agrees that any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the CN Railway and be substantiated by a drainage report to the satisfaction of the Railway.
- 30. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that any fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have the sole responsibility for and shall maintain these measures to the satisfaction of CN.
- 31. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
- 32. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.
- 33. That prior to site plan approval, the Owner shall enter into a site plan agreement with the City, registered on title, satisfactory to the City Solicitor, the General Manager of Planning Services and the General Manager/City Engineer, covering the conditions noted above and to develop the site in accordance with the approved plans and reports.



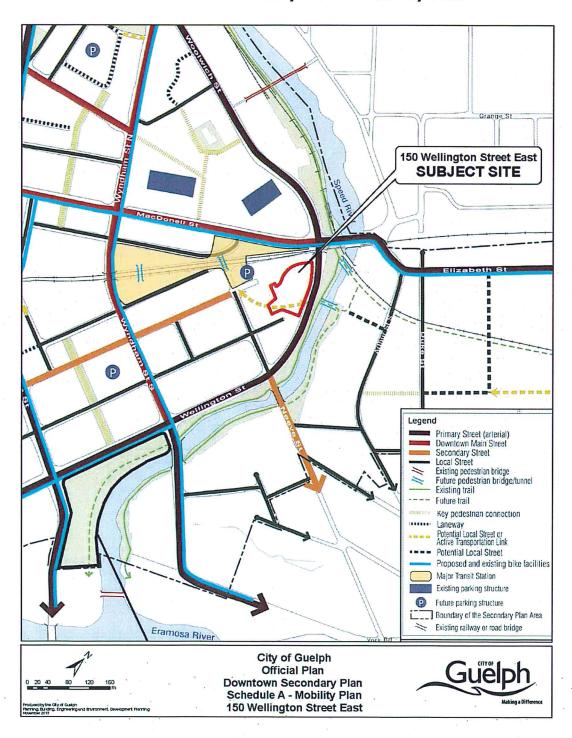
Attachment 3 Existing Official Plan Land Use Designations and Policies





Attachment 3 (continued) Existing Official Plan Designations and Policies

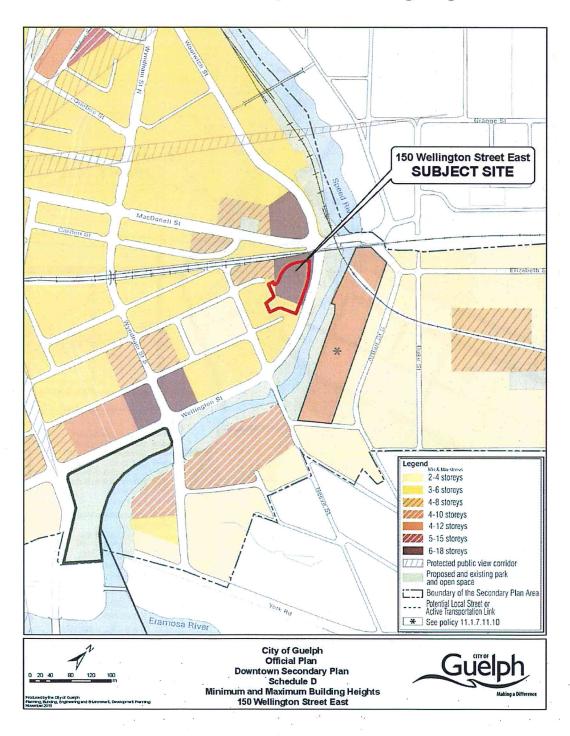
Downtown Secondary Plan - Mobility Plan





Attachment 3(continued) Existing Official Plan Designations and Policies

Downtown Secondary Plan - Building Heights





Attachment 3 (continued) Existing Official Plan Designations and Policies

LAND USE AND BUILT FORM

In addition to streets and open spaces, underlying the long-term vision for Downtown Guelph is a framework of land uses. Downtown Guelph should contain a range of uses, including office, retail, institutional, entertainment and residential. In the core of downtown, most blocks will have a mix of uses. On key streets, buildings must be mixed-use, with active commercial uses on the ground floor and other uses on upper floors. To ensure there is a balance between employment and residential uses, some sites will be reserved for commercial or institutional uses. While there are strategic opportunities on former industrial lands for residential and mixed-use *intensification* that supports vibrancy in the Downtown, such *intensification* will be planned to be *compatible* with existing neighbourhoods. New built form will reflect Downtown's urbanity and reflect the principles of adaptability, permanence, and simple beauty. Precedent photos are included in Appendix A to provide illustrative examples.

Objectives

In addition to supporting the Principles, Objectives and Targets in Section 11.1.2, the intent of the policies below is to:

- a) Promote design excellence.
- b) Encourage a wide range of land uses and built forms.
- c) Capitalize on and support existing and planned transit services by concentrating higher density uses, including office uses in *compatible* locations, within a short walking distance of Guelph Central Station.
- d) Promote the development of diverse neighbourhoods in Downtown with a variety of housing choices, including units suitable for families and affordable housing.
- e) Reinforce Wyndham Street north of Wellington Street, Macdonell Street west of Wellington Street and Quebec Street as Downtown's main commercial streets while encouraging retail establishments and restaurants in other areas as well.
- f) Ensure the built form of *development* contributes to attractive streetscapes and open spaces and supports an inviting, comfortable and active *public realm*.
- g) Ensure new *development* respects the character of downtown's historic fabric and the quality of life in surrounding neighbourhoods.

11.1.7.1 General Land Use Policies

11.1.7.1.1

Schedule C delineates the land use designations Downtown. Minor changes to the boundaries of land use designations may be permitted subject to the Interpretation policies of the Official Plan.

11.1.7.1.2

The following uses are not consistent with the objective of a walkable, transit-supportive Downtown and shall not be permitted:



- Vehicle sales;
- New vehicle related uses, including vehicle service stations; and
- Low density employment uses such as logistics or warehousing and other employment uses not compatible with other uses planned for Downtown.

11.1.7.1.3

Drive-through facilities shall be discouraged from locating Downtown, since they are inconsistent with the long-term vision for Downtown, specifically the objectives to increase pedestrian activity, increase public transit use and reduce and minimize driveways accessed from Primary and Main Streets. The *Zoning Bylaw* shall ensure applications for drive-through establishments conform to the policies of the Downtown Secondary Plan, including all built form policies.

11.1.7.1.4

Notwithstanding any of the policies of the Downtown Secondary Plan, previously approved and existing uses Downtown which do not conform to the policies of this Secondary Plan shall be permitted, subject to the Legal Non-Conforming Uses policies of the *Official Plan*. The redevelopment of legal non-conforming uses to uses that are consistent with the vision, principles and objectives of the Downtown Secondary Plan, shall be encouraged.

11.1.7.2 General Built Form and Site Development Policies

11.1.7.2.1

Schedule D identifies building height ranges to be permitted within the Downtown Secondary Plan Area. In general, the predominant mid-rise built form of Downtown shall be maintained with taller buildings restricted to strategic locations, including gateways that act as anchors for key streets. Taller buildings in these locations will have minimal direct impacts to existing neighbourhoods and the historic core of Downtown, and they will be outside protected *public view* corridors. In the height ranges contained on Schedule D, the lower number represents the minimum height in storeys for buildings and the higher number represents the maximum permitted height in storeys. The maximum heights recognize the Church of Our Lady's status as a landmark and signature building; it is the general intent that no building Downtown should be taller than the elevation of the Church. Exemptions from minimum height requirements may be permitted for utility and other buildings accessory to the main use on a site.

11.1.7.2.2

Notwithstanding Schedule D, the *Zoning By-law* may establish maximum building heights lower than those shown in order to maintain the protected long views to the Church of Our Lady, as generally identified in Schedule D. The *Zoning By-law* shall more precisely define the protected views and shall be amended, where appropriate, to reflect the location and scope of the views identified in Schedule D.

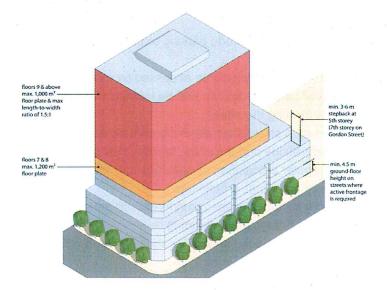
11.1.7.2.3

The following additional built form policies shall apply to all areas of Downtown:

a) Generally, buildings shall be oriented towards and have their main entrance on a street or open space.



- b) Long buildings, generally those over 40 metres in length, shall break up the visual impact of their mass with evenly spaced vertical recesses or other architectural articulation and/or changes in material.
- c) Mechanical penthouses and elevator cores shall be screened and integrated into the design of buildings.
- d) Generally balconies shall be recessed and/or integrated into the design of the building facade. Exposed concrete balconies generally shall not be permitted.
- e) Residential pick-up and drop-off areas and lay-bys should be located on Secondary or Local Streets and/or Laneways, and not on Primary Streets.
- f) Front patios for ground-floor residential units, where appropriate, should be raised to provide for privacy and a transition between the public and private realms.
- g) All buildings downtown should be finished with high quality, enduring materials, such as stone, brick and glass. Glass should be transparent or tinted with a neutral colour. Materials that do not age well, including stucco, vinyl, exterior insulation finishing system (EIFS) and highly reflective glass, shall be strongly discouraged and may be limited through the implementation documents and by-laws.
- h) The massing and articulation of buildings taller than six storeys shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights, and contribute to a varied skyline in which the Church of Our Lady is most prominent. Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the floorplates of floors above the eighth storey, where permitted, generally shall be a maximum of 1000 square metres and should not exceed a length to width ratio of 1.5:1.





11.1.7.2.4

The following general policies respecting parking, loading and servicing shall apply to all areas of downtown:

- a) Vehicular entrances to parking and servicing areas generally be on Local Streets, Secondary Streets or Laneways and should be consolidated wherever possible to maximize and accentuate building frontages and front yards and minimize the number of curb cuts. Shared driveways between two properties shall be encouraged.
- b) Loading and service areas generally shall be located in the interior of a development block, at the rear of building, where possible. Enclosed loading and servicing areas shall be encouraged. Where loading and servicing is visible at the rear or side of a building, it shall be screened.
- c) Parking for apartment dwellings, including visitor parking, generally shall be located in underground or above-ground structures or surface parking lots at the rear of the building, unless other arrangements for off-site parking have been made to the City's satisfaction.
- d) Requirements for on-site parking for institutional, office and retail uses may be waived or reduced, subject to the Downtown Parking Strategy. Where parking for such uses is provided on site, it shall be located in underground or above-ground structures or surface parking lots at the rear of the building. However, new office or institutional buildings, with or without other uses on the ground floor, generally shall include at least one level of underground parking.
- e) Generally no parking shall be permitted between the front of a building and the street to help create pedestrian-oriented streetscapes.

11.1.7.2.5

The following policies shall apply to above-grade parking structures:

- a) Parking structures should generally be accessed by motor vehicles from a Local Street,
 Secondary Street or Laneway and should be located in the middle of a block where possible,
 behind other uses fronting the street.
- b) Parking structures on a street shall generally contain active uses on the ground floor subject to technical considerations and the entire façade shall be designed to appear as fenestrated buildings, with a regular articulation of openings and materials that are consistent in type and quality with those of surrounding buildings.
- c) Vehicular entrances to above-grade or underground parking structures on public streets shall be integrated into the design of the building.
- d) Pedestrian entrances to parking structures shall be clearly identified and well lit.

11.1.7.2.6

The use of the maximum Floor Space Index (FSI) to justify extra height, the use of the maximum height to justify extra density, or use of either of those regulations to deviate from the other built form policies of this plan will be deemed to meet neither the intent nor spirit of this plan.



Land Use Designations

11.1.7.3 Mixed Use 1 Areas

11.1.7.3.1

Mixed Use 1 areas, as identified on Schedule C, are intended to accommodate a broad range of uses in a mix of highly compact *development* forms. *Development* within this designation shall contribute to the creation of a strong urban character and a high-quality, pedestrian-oriented environment. Active uses that enliven the street are encouraged to locate on the ground floor of buildings and, as per Policy 11.1.7.3.4, shall be required on key streets.

11.1.7.3.2

The following uses may be permitted:

- a) retail and service uses, including restaurants and personal service uses;
- b) multiple unit residential buildings, including apartments and townhouse dwellings;
- c) live/work uses;
- d) offices including medically related uses;
- e) entertainment and commercial recreation uses;
- f) community services and facilities;
- g) cultural, educational and institutional uses;
- h) public parking;
- i) hotels;
- j) parks, including urban squares; and,
- k) other employment uses that meet the intent of the principles, objectives and policies of the Downtown Secondary Plan and which are *compatible* with surrounding uses in regard to impacts such as noise, odour, loading, dust and vibration.

11.1.7.3.3

The minimum floor space index (FSI) in Mixed Use 1 areas shall generally be 1.5, except on properties fronting Elizabeth Street, where the minimum FSI shall generally be 1.0.

11.1.7.3.4

On key streets, active frontages will be achieved to reinforce the role of these streets or portions of streets as commercial, pedestrian-oriented, urban streetscapes. The following shall apply to *development* on properties where active frontage is required, as identified in Schedule C:

- a) Retail and service uses, including restaurants and personal service uses, or entertainment uses shall generally be required on the ground floors of all buildings at the street edge.
- b) Notwithstanding subsection 11.1.7.3.4 a), offices are also permitted on the ground floors of these properties; however, such uses shall be encouraged to locate in other locations Downtown to ensure Downtown's main streets maintain a strong retail character. The Zoning By-law may restrict the size of such new uses and/or their width along the street to ensure they do not detract significantly from the intended commercial function of the street.



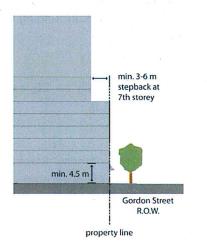
- c) Buildings shall contribute to a continuous street wall that has a minimum height of 3 storeys, with infrequent and minimal gaps between buildings.
- d) The width of retail stores and the frequency of entrances shall contribute to a continuously active *public realm* and give the street wall a visual rhythm. The width of stores and restaurants may be limited through the *Zoning By-law* to ensure a rhythm of commercial entrances and avoid long distances between commercial entrances.
- e) Ground floor heights will generally be a minimum of approximately 4.5 metres floor to floor, and windows shall correspond appropriately to the height of ground floors. Generally, a large proportion of the street-facing ground floor wall of a new mixed-use building shall be glazed.

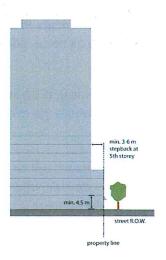
11.1.7.3.5

Generally buildings in Mixed Use 1 areas shall be built close to the front property line to help frame and animate adjacent streets. The *Zoning By-law* shall establish maximum setbacks on streets where active frontages are required. On all other streets minimum and maximum setbacks shall be established. The *Zoning By-law* may include limited exceptions to the build-to lines and maximum setbacks while ensuring that a consistent streetwall is extended, maintained or established.

11.1.7.3.6

To respect the historic character of Downtown and ensure a human-scale pedestrian realm, buildings taller than 4 storeys in Mixed Use 1 areas shall generally have a substantial stepback above the fourth storey generally in the range of 3-6 metres minimum from the front of the building fronting a public street or park, except on Gordon Street and Wellington Street, where a stepback of generally 3-6 metres minimum is required above the sixth storey.





^{*} Note: Policy 11.1.7.3.6 is under appeal only as it relates to 45 Yarmouth St. This Policy is in effect for all other affected lands.



11.1.7.3.7

All buildings shall reflect their urban context and should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.

11.1.7.3.8

Generally, entrances to non-residential uses shall be flush with the sidewalk, for ease of access and to maintain a strong relationship to the street.

11.1.7.3.9

As identified on Schedule C, there are areas containing multiple properties west of the Speed River that represent significant opportunities for coordinated and integrated *redevelopment*: the Baker Street Property and the Wellington Street /Neeve Street Area. Each of these sites shall be developed based on comprehensive master plans for the site. Therefore, in addition to any other submissions required as part of a complete planning application for either of these two sites or any portion thereof, a detailed Urban Design Master Plan shall be prepared for the site by the applicant to the satisfaction of the City and in consultation with the community. The Urban Design Master Plan will be prepared in accordance with the policies of 11.1.8.5.

Official Plan Amendment 39

2.4.5 Built-up Area and General Intensification

To ensure development proceeds in accordance with the objectives of Section 2.4.2 and to achieve the Growth Plan *intensification targets*, significant portions of new residential and employment growth will be accommodated within the *built-up areas* through *intensification*.

The *built-up area* is identified on Schedule 1B of this Plan. The *built-up area* has been delineated in accordance with Section 2.2.3.5 of the Growth Plan and is based on the limits of the developed urban area as it existed on June 16, 2006. The *built up area* will remain fixed in time for the purpose of measuring the *density* and *intensification targets* of the Growth Plan and the Official Plan.

- 2.4.5.1 Within the built-up area the following general intensification policies shall 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.

2.4.6 Urban Growth Centre (Downtown Guelph)

The *Urban Growth Centre* is Downtown Guelph as identified on Schedule 1B. The precise boundary of the *Urban Growth Centre* will be clearly defined through a detailed secondary plan.

Downtown Guelph will continue to be a focal area for investment in office-related employment, commercial, recreational, cultural, entertainment, and institutional uses while attracting a significant share of the City's residential growth. The Downtown will be maintained and strengthened as the heart of the community and will be the preferred location for *major office* and institutional uses as well as major transit infrastructure including a major transit station.

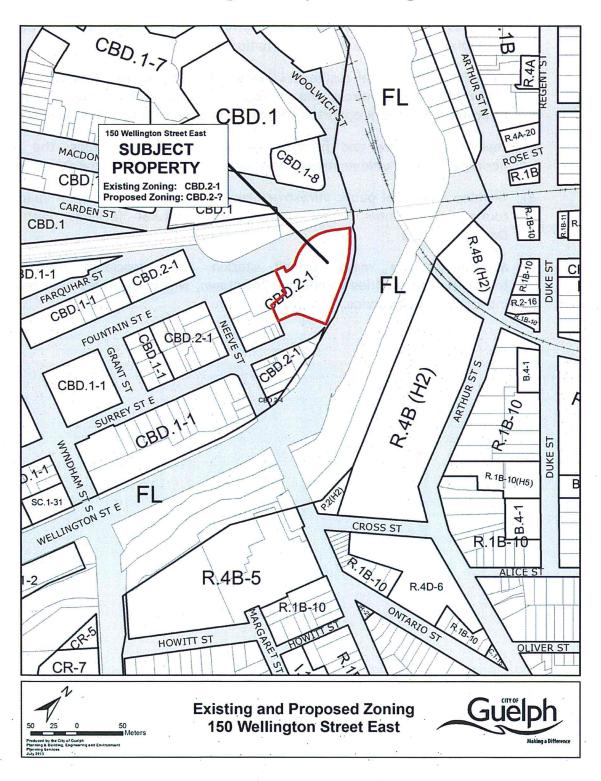
2.4.6.1 Downtown Guelph will be planned and designed to:



- a) achieve a minimum density target of 150 people and jobs combined per hectare by 2031, which is measured across the entire Downtown;
- b) serve as a high density major *employment area* that will attract provincially and potentially nationally and internationally significant uses;
- provide for additional residential development, including affordable housing, major offices, commercial and appropriate institutional development in order to promote live/work opportunities and economic vitality in the Downtown;
- d) maintain, enhance and promote *cultural heritage resources*, the *natural heritage system*, unique streetscapes and landmarks within the Downtown;
- e) develop additional public infrastructure and services; public open space; and tourist, recreational, entertainment, and cultural facilities within the Downtown; and
- f) accommodate a major transit station and associated *multi modal* transportation facilities within the Downtown, which facilitates both inter and intra-city transit service.



Attachment 4 Existing and Proposed Zoning





Attachment 4 (continued) Existing Zoning Details

CBD.2-1 (Specialized Central Business District) Zone

Permitted Uses

Accessory Apartments in accordance with Section 4.15.1

Apartments developed in accordance with the R.4C Zone regulations

Art Gallery

Artisan Studio

Bed and Breakfast establishment in accordance with Section 4.27

Commercial School

Convenience Store

Day Care Centre in accordance with Section 4.26

Duplex Dwelling

Dwelling Units with permitted commercial Uses in the same Building developed in accordance with

Section 4.15.2

Group Home in accordance with Section 4.25

Home Occupation in accordance with Section 4.19

Library

Lodging House Type 1 in accordance with Section 4.25

Medical Office

Medical Clinic

Museum

Office

Personal Service Establishment

Religious Establishment

School

Semi-Detached Dwelling

Single Detached Dwelling

Tourist Home

Townhouses developed in accordance with the R.3 Zone regulations

Accessory Uses in accordance with Section 4.23

Occasional Uses in accordance with Section 4.21

Regulations

In accordance with the provisions of Section 6.3.2 of Zoning By-law (1995)-14864, as amended with the following exceptions and additions:

Minimum Lot Area

270 m²

Minimum Lot Frontage

9 metres

Minimum Front and Exterior Side Yard

The Street Line shall be the Setback line except along Wellington Street which will be 15 metres

Minimum Side Yard

1.5 metres



Minimum Rear Yard 10 metres

Access to Rear Yard

Vehicular access to the Rear Yard from a public Street shall be maintained (in the case of a conversion of an existing Building to a commercial Use) and shall be provided (in the case of new commercial construction) and such access shall have a width of not less than 3 metres and an overhead clearance of not less than 4.5 metres

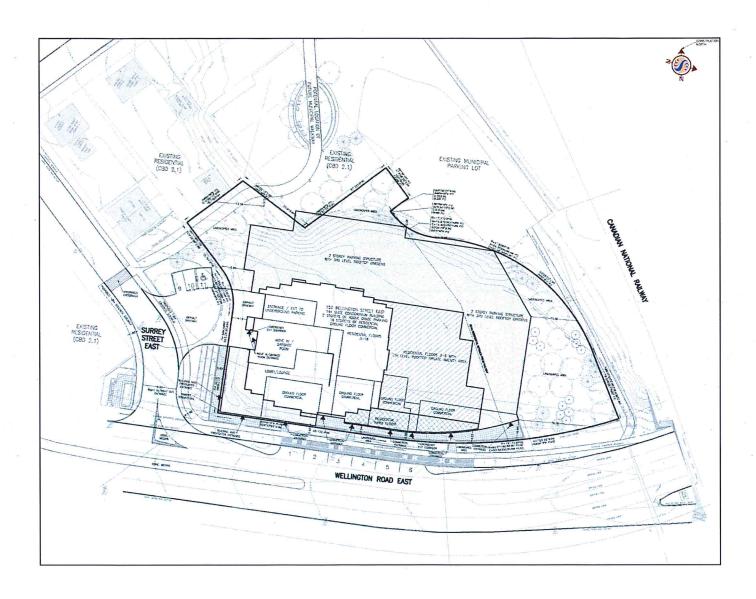


Attachment 4 (continued) Proposed Zoning Details

	Existing Zoning	Proposed Zoning
Regulation	Required in the Current CBD.2-1 Zone	Requested in the Specialized CBD.2-? Zone
Minimum Lot Area	270 m2	No change proposed
Minimum Lot Frontage	9 metres	No change proposed
Minimum Front Yard	The Street Line shall be the setback line except along Wellington which shall be 15 metres	0 metres
Minimum Exterior Side Yard	The Street Line shall be the setback line except along Wellington which shall be 15 metres	0 metres
Minimum Side Yard	1.5 metres	0 metres
Minimum Rear Yard	10 metres	0 metres
	1 parking space per dwelling unit required	
Off-Street Parking	Commercial uses in accordance with Section 4.13	No change proposed (218 spaces proposed)
	(175 parking spaces required)	
Accessible Parking Spaces	3 spaces	No change proposed (3 spaces proposed)
Bicycle Parking	16 spaces	No change proposed (18 proposed)
Maximum Building Height	6 storeys and in accordance with Section 6.3.2.3, 4.16 and 4.18	18 storeys in addition to specialized regulations relating to Section 4.16 (see below)
Access to Rear Yard	Vehicle access to rear yard shall be maintained	Requested to not apply
Enclosed Operations	In accordance with Section 4.22	No change proposed
Accessory Buildings or Structures	In accordance with Section 4.22	No change proposed
Buffer Strips	Where a CBD.2 Zone abuts any Residential, Institutional, Park or Urban Reserve Zone a Buffer Strip shall be developed	No change proposed
Maximum Building Coverage (% of Lot Area)	40%	100% proposed
Garbage, Refuse Storage and Composters	In accordance with Section 4.9	No change proposed

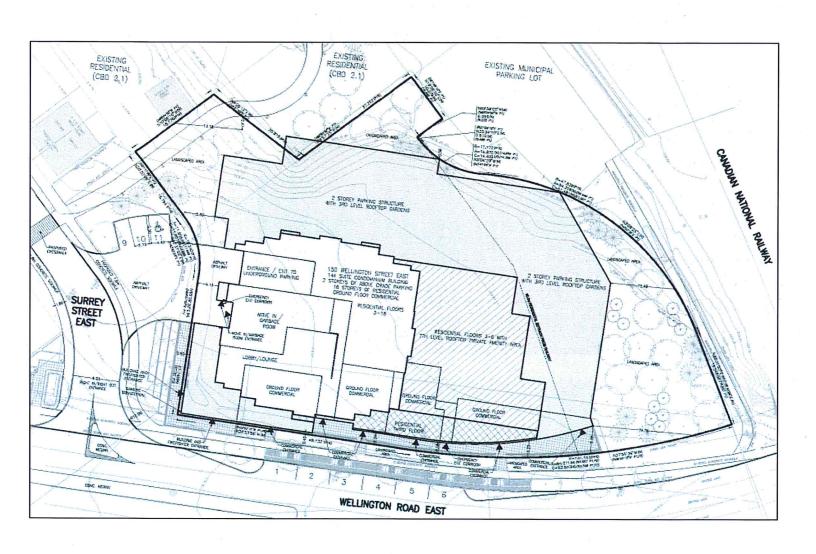


Attachment 5 Proposed Development Concept





Attachment 5 (continued) Proposed Development Concept (Building Area Enlarged)





Attachment 6 (continued) Proposed Building Elevations



Views across Wellington Street (South of Subject site)





Attachment 6 Proposed Building Elevations (continued)



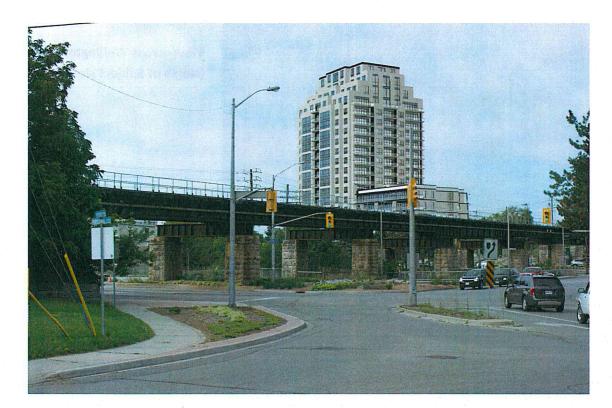
View across Wellington Street (North of Subject site)

View from Surrey St / Neeve St Intersection



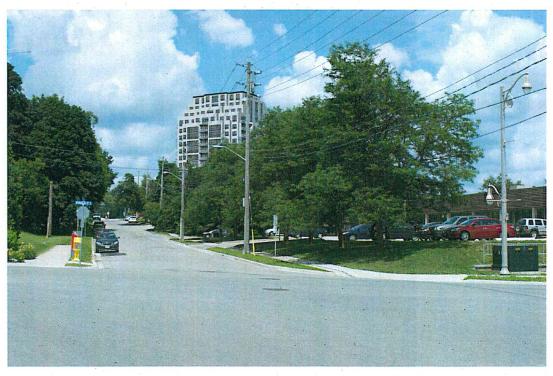


Attachment 6 Proposed Building Elevations (continued)



View from NE corner of Woolwich Street and Macdonell Street

View from Wyndham St and Fountain Street Intersection





Attachment 6 Proposed Building Elevations (continued)



View from Carden Street (Transit Terminal)

View from Neeve St and Fountain Street





Attachment 7 Planning Staff Analysis

Provincial Policy Statement and Places to Grow

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Key objectives of the PPS include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The PPS provides a vision for land use planning that focuses growth within settlement areas, and encourages an efficient use of land, resources and public investment in infrastructure. A mix of land uses are encouraged to provide choice and diversity and a variety of transportation modes are promoted to facilitate pedestrian movement and less reliance on the automobile, with public transit encouraged as a means of creating sustainable, livable and healthy communities.

The application to permit the development of an 18 storey mixed use building with 144 dwelling units and ground level commercial uses is consistent with the PPS. The proposed development represents a compact form of development within the City's settlement area and offers a mix of land uses at a higher density that will allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This includes permitting and facilitating all forms of residential intensification, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed. The proposal represents residential and commercial intensification supporting growth and vitality of the downtown, providing high density residential development in the downtown area of the City on a site that has adequate infrastructure to support the proposed development. The proposed development will utilize existing infrastructure and is adjacent to the Guelph Central Station, an inter-modal transit station, to support both existing and planned public transit.

Policy 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety. The proposed zoning bylaw amendment includes site specific regulations to facilitate intensification, redevelopment and a compact form.

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for managing growth in the Greater Golden Horseshoe, including:

 directing growth to built-up area where capacity exists to best accommodate population and employment growth; and



 promoting transit supportive densities and a healthy mix of residential and employment uses.

The Growth Plan provides an overall general target for intensification. Specifically, by the year 2015, a minimum of 40% of all residential growth will be within the built-up area. In addition, the Growth Plan encourages the development of compact, vibrant and complete communities with a diverse mix of land uses and a range and mix of employment and housing types.

The Growth Plan designates Downtown Guelph as an Urban Growth Centre that is recognized as a key focus for infill development and intensification. Further, the Urban Growth Centre should be planned to accommodate a significant share of future population and employment growth.

The subject site is within the City's Built-Up Area, and more specifically within the City's Urban Growth Centre. The proposed development will contribute towards meeting density targets, as well as achieving the broad goal of accommodating a significant share of population growth within an identified intensification area. The proposed development would introduce a mix of land uses to the site and the introduction of additional density makes efficient use of existing infrastructure and supports public transit.

Based on the above summary of policies, the proposed Zoning By-law application is consistent with the PPS and conforms to the Growth Plan for the Greater Golden Horseshoe.

Conformity with the Official Plan

The proposed development conforms to several of the Major Goals of the Official Plan (see Attachment 3). This includes the following:

- will assist in maintaining the quality of life, safety and stability of the community;
- assists in promoting a compact development pattern to avoid sprawl;
- facilitates development in an area where municipal services are readily available;
- provides for urban growth in a manner that ensures the efficient use of public expenditures without excessive financial strain upon the City;
- facilitates development in an established area of the City that is being done
 in a manner that is sympathetic and compatible with the built form of
 existing land uses;
- promotes energy conservation and a sustainable community that is sensitive to the natural environment;
- enhances the visual qualities of the City and protects existing heritage resources and unique character of the urban environment;
- maintains and strengthens the role of the Central Business District;



- assists in providing for an adequate supply and range of housing types and supporting amenities to satisfy the needs of all residents; and,
- assists in enhancing an efficient and attractive urban landscape that reinforces and enhances Guelph's sense of place and image while acknowledging innovative design opportunities.

In reviewing the Objectives of the Official Plan (see Attachment 3), the proposed development:

- assists in building a compact, vibrant and complete community;
- assists in accommodating projected growth within the settlement area boundary, and more specifically, within the built-up area where capacity exists to accommodate growth;
- provides for additional residential and employment land uses;
- supports a multi-modal transportation network by locating residential density within the urban growth centre in proximity to the transit terminal;
- supports the protection and/or conservation of water, energy, air quality and cultural heritage resources, as well as innovative approaches to waste management; and,
- supports transit, walking and cycling for everyday activities.

Growth Management Strategy

Official Plan Amendment 39 was adopted by Council in 2009 to bring the Official Plan in conformity with the planning framework of the Growth Plan and incorporates the key growth principles from the City's Local Growth Management Strategy. The objectives and policies contained in Section 2.4 of the Official Plan (Growth Management Strategy) aim to build a compact, vibrant and complete community by directing a significant amount of planned growth to locations within the built-up area. Intensification throughout the built-up area, and in particular within the Urban Growth Centre, will be promoted and facilitated by the City. Generally within the built-up area, vacant or underutilized lots will be revitalized through the promotion of infill development, redevelopment and expansions or conversions of existing buildings. By the year 2015 and each year after, a minimum of 40% of residential development will occur in the built-up area.

The proposed development is located within the City's built-up area and the urban growth centre and proposes to redevelop a vacant underutilized lot. The development proposes a density of approximately 460 persons and jobs per hectare. This density will assist in achieving the minimum density target of 150 persons and jobs combined per hectare, as measured across the entire Downtown. It is noted that there are several downtown sites that will not meet this minimum target and it is unlikely that they can be intensified significantly due to the heritage character of existing buildings and areas. As a result, additional density needs to be achieved on a site specific basis in appropriate locations in order to in order to contribute to reaching the minimum target for the entire Downtown area. The development proposed on the subject site represents the opportunity to accommodate additional residential density in an appropriate location. This



residential development, in combination with ground floor commercial uses that will create new employment opportunities, will contribute to the growth targets set out for downtown.

The City's Growth Management Strategy also includes policies that direct the City to plan for high quality public open space with site design and urban design standards that create attractive and vibrant spaces. Further, infill development is to be facilitated where appropriate. The proposed development represents high quality urban design with specific site design standards that will improve the existing streetscape and pedestrian realm along this section of Wellington Street East and in the immediate area. This development, in conjunction with the high density residential development at the adjacent corner of Macdonell Street and Woolwich Street, will provide a gateway to the downtown area from the east.

The subject site is within the downtown's major transit station area, being within 500 metres, or a 10 minute walk from Guelph Central Station, the City's multimodal transit terminal. The proposed development supports the Major Transit Area policies within the Official Plan (Section 2.4.7) by achieving increased residential and employment densities that support the viability of existing and planned transit infrastructure and service. The proposed site design has also been developed to accommodate a future active transportation link on adjacent City lands to connect Wellington Street East with Guelph Central Station. Development should also support transit, walking and cycling for everyday activities. The subject site's location within the Downtown and in proximity to the City's multi-modal transit terminal, makes it ideal for supporting transit, walking and cycling for everyday activities.

Urban Form and Urban Design

The Official Plan's general Urban Form policies (3.3) promote a compact urban form by, among other measures:

- encouraging intensification and redevelopment of existing urban areas in a manner that is compatible with existing built form;
- encouraging the identification of specific locations suitable for mixed use development linked to each other by the major transportation and transit networks and integrated through pedestrian access to nearby neighbourhoods and employment areas;
- maintaining and strengthening the Central Business District (Downtown) as the heart of the community; and
- encouraging intensification to maximize efficient use of municipal services.

The proposed development conforms to the Urban Form objectives and policies of the Official Plan by encouraging intensification and redevelopment of an existing underutilized area that will help maintain and strengthen the Central Business District as the heart of the community. The proposed development will expand commercial uses within the downtown and provide a significant increase in the



downtown residential population to enhance the vitality of the Downtown. The subject site represents a suitable location to accommodate the proposed mixed use development, providing excellent access to the amenities of the downtown core and the nearby Guelph Central Station.

The proposed development has been designed to ensure that a future mid-block pedestrian access can be accommodated, linking the site and the sidewalk along Wellington Street East to Neeve Street and Guelph Central Station. The subject site has been identified in the Official Plan and the Downtown Secondary Plan as a location where intensification is desirable and appropriate, which will also maximize the efficient use of municipal services.

Urban design seeks to create a safe, functional and attractive environment. The urban design policies in the City's Official Plan, as set out in Section 3.6, address the relationship between buildings, the spaces that surround them and the area's context. It is recognized that the urban design policies of the Official Plan are guidelines that are not intended to be prescriptions for a specific design application. Rather, they are recommendations that are to be applied in a flexible manner and in concert with site-specific considerations.

As previously indicated, the City has retained a Peer Review Architect to assist in the review of the proposed development. The Peer Review Architect's report is included in Attachment 8 and focuses on both the architecture of the building as well as the urban design aspects of the development.

The following provides an analysis of the Urban Design Objectives and General Policies of the Official Plan that are applicable to the current development proposal.

- 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;
 - The proposed development, in conjunction with the 18 storey building to the north at the intersection of Macdonell Street and Woolwich Street, will anchor a key corner location and create a distinctive gateway to the downtown from the east.
 - o The proposed building will provide an active and continuous streetwall along Wellington Street East with a clearly defined lower podium that has a strong relationship to the street, an upper podium from the third to sixth floors providing a transition of height between the lower podium and tower, a terraced and articulated tower, architectural features and a variety of landscape treatments along Wellington Street, framing the street and the edge of the Speed River and associated open space system.
 - Through the peer review architect process there were also discussions about how the design of the proposed building would complement the



18 storey mixed use building being constructed to the north at the corner of Macdonell Street and Woolwich Street. The proposed building represents a built form, mass, height and proportion that is complementary to this adjacent 18 storey building at 160 Macdonell Street. The Wellington Street façade of the lower podium has been designed to be clad in a dark smooth brick, which will differentiate it from the stone masonry on the podium of the adjacent building.

- To further the conservation of the City's built heritage through the complementary design of new buildings, landscapes and neighbourhoods;
 - The proposed building will incorporate design and material treatments that complement the existing surrounding neighbourhood. This will include enduring materials such as precast concrete, brick and glass. The final selection of exterior materials and colours will be further reviewed through the site plan review process.
- To develop an attractive, safe and functional network of open spaces by ensuring mutually supportive relationships between public and private open spaces, between the built forms that enclose them and with the links that connect them;
 - o The public and private space which surrounds the proposed building will be designed in a manner that connects the building to Wellington Street East and the new Surrey Street / Wellington Street East intersection. The proposed development will create an enhanced streetscape along Wellington Street East south of Macdonell Street through the incorporation of ground level commercial uses and associated landscaping and streetscape details. This will create a strong relationship between the building and adjacent public streets.
- To preserve and enhance 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;
 - The proposed development respects protected public views to Church of Our Lady.
- To conserve and incorporate natural heritage features in the design and planning of the built environment where possible. In addition, design considerations will be given to mitigating negative impacts on those features;
 - A Scoped Environmental Impact Study (EIS) has been completed and accepted by staff, the Environmental Advisory Committee (EAC) and the Grand River Conservation Authority (GRCA) which concludes that the proposed development will not have a negative impact on the river. The EIS also recommended that measures to mitigate avian wildlife interference, particularly building strikes, be incorporated into the design of the building. These measures will be incorporated through the site plan approval process.



- To identify certain desirable locations for gateway features that may require distinctive urban design forms at these locations;
 - o The Downtown Secondary Plan recognizes the subject property as a key gateway site to the Downtown core from the east and an appropriate site for a landmark or 'signature' building. The proposed development will provide a distinctive urban form and mark one of the gateways to Downtown in a complementary fashion with the existing adjacent 18 storey building at the northwest corner of Macdonell Street and Woolwich Street.
- To provide a wide variety of housing types and forms in all neighbourhoods in order to create a visually stimulating building environment;
 - The proposed development provides apartment dwelling units in a taller building form at an appropriate location adjacent to the Macdonell Street and Woolwich Street intersection. This will introduce a new type of dwelling and built form to the Wellington/Neeve area and contribute to the diversification of housing choices in the downtown.
- Orienting buildings towards the street and avoiding extensive blank facades facing a street, open space or park.
 - The proposed building will have active facades along Wellington Street East with the establishment of ground level commercial uses. The design of the lower podium curves along the streetscape and will create a pedestrian-scale rhythm of entries, windows and articulated facades along the street. Blank facades will be avoided through the use of fenestration and landscaping. It is also noted that the lower podium will be largely integrated into the slopes of the lands to the north and west, which will help minimize the exposure of blank faces of the parking structure.
- Development should be designed in a manner that provides opportunities for informal surveillance of all public parks, streets and parking areas. Sidewalks and community trails should be visible, accessible and aligned along wellused public spaces;
 - The proposed development incorporates CPTED (Crime prevention through environmental design) principles and provides opportunities for casual surveillance by providing active ground floor commercial frontage with habitable spaces and corresponding windows and balconies facing adjacent streets, properties and open spaces.
 - The building envelope at the southwest corner of the site has been scaled back from the previous the previous design presented at the September 9, 2013 Public Meeting to provide a wider corridor to accommodate the future active transportation link to provide broader sightlines and enhance safety of users.



- The proposed development incorporates active at grade commercial uses along Wellington Street East and provides opportunities for casual surveillance along Wellington Street and the Speed River and associated open space system. In addition, all four elevations of the tower of the building will have windows and balconies that will allow for informal surveillance to occur on surrounding public spaces, which would include future public open space associated with the design of the adjacent future active transportation link.
- To provide a variety of land uses; providing for alternative forms of transportation; and, creating a compact development form that will reduce the need for and length of vehicular trips;
 - The proposed development is a mixed-use building in a compact built form which will provide more than one land use on the subject site. The development is also located in proximity to all of the amenities of Downtown, including shopping, recreation, entertainment and the transit terminal. This provides the opportunity for people to walk, cycle or utilize transit to reach their destination rather than personal vehicles. The proposed development has also been designed to ensure an appropriate future mid-block pedestrian connection can be established on adjacent City lands.
- To design service areas and parking areas associated with buildings in a manner that contributes to an attractive streetscape by providing screening and landscaping when facing a publicly accessible space;
 - The service and parking areas associated with this development will be located within the proposed building to ensure that these uses are accommodated while still contributing to an attractive streetscape along Wellington Street East. There will be no surface parking associated with the proposed building. The green roof on the 3rd floor on top of the parking structure will provide amenity terrace for the residents and improve the aesthetic quality of the lower podium roof.
- Establish a clearly identifiable public realm in all residential areas expressed through an interconnected network of streets, parks, school sites, community trails and open spaces. New public open spaces should be evenly distributed throughout the community and linked into natural heritage features where appropriate.
 - The proposed development has been designed to incorporate an enhanced active transportation link to provide additional publicly accessible open space and ensuring future pedestrian connections to the river are accommodated within the design.

Overall, the proposed development conforms to the Urban Design objectives and policies of the Official Plan.



Downtown Secondary Plan

The Downtown Secondary Plan (DSP) constitutes a part of the Official Plan that is now in full force and effect as of the Council adoption date of May 28, 2012, with the exception of specific portions that have been identified as being under appeal. The subject site is not subject to any appeals, therefore the Official Plan land use designation and policies applicable to the subject site are contained in the Downtown Secondary Plan (OPA 43). The following section provides staff's analysis of the application within the context of the relevant policies of the Downtown Secondary Plan.

The Vision and Principles proposed for the Downtown promote a place where people live, work, shop, dine, enjoy culture and be entertained. Taller building heights are proposed to be strategically located at the periphery of the historic Downtown core where they can contribute positively to the Downtown while minimizing direct impacts to the historic core or surrounding neighbourhoods. New buildings are encouraged to respect and complement the materials of surrounding historically significant buildings and to enhance the public realm throughout the Downtown area. Accommodating a significant share of population growth downtown is an important objective to increase economic vitality and create a vibrant place to live.

The proposed development is in keeping with the Vision and Principles proposed for the Downtown. The mixed-use building will provide a place for a diversity of people to live by providing 144 residential units. It will also provide a place for people to work and play with the commercial element on the ground floor. The DSP permits the taller building height of 18 storeys that is proposed and has been identified as a location at the periphery of the downtown that will have minimal impacts on the historic downtown core, existing neighbourhoods, and surrounding public realm. Further, the proposed development accommodates increased residential density downtown in a compact form and contributes to providing a variety of housing options in the downtown area. The proposed development includes active at-grade commercial uses along Wellington Street East, which will improve the streetscape and public realm along this section of Wellington Street East.

The DSP also identified required improvements to the intersection of Macdonell Street/Woolwich Street/Wellington Street/Elizabeth Street/Arthur Street to better accommodate pedestrian, cyclist, transit and vehicle mobility movements. This is being addressed through ongoing work of the Downtown Streetscape Manual that is planned to be released for public review and consultation at the Planning & Building, Engineering and Environment Committee meeting on March 3, 2014. Public on-street parking can also be introduced along Wellington Street to support the ground level commercial units and will create a more urban and active street frontage as an extension of the downtown area north of the intersection of Macdonell and Woolwich Street.



Land Use and Built Form

The Land Use and Built Form policies of the DSP designate the subject property as "Mixed Use 1" (see Attachment 3). The proposed 18 storey mixed use building conforms to the intent of this land use designation, which is to accommodate mixed use high compact development. The proposed development is also in keeping with the following general objectives of this section:

- · to promote design excellence;
- to encourage a wide range of land uses and built form;
- to concentrate higher density uses in proximity to the transit terminal;
- to promote diverse neighbourhoods and a variety of housing forms;
- · to reinforce Wellington Street as one of the main commercial streets;
- to ensure that built form contributes to attractive streetscapes and supports an inviting, comfortable, and active public realm; and
- to ensure that new development respects the historic core and surrounding neighbourhoods.

There are also a number of General Built Form policies within the DSP that are applicable to the entire downtown area, as follows:

- buildings should be oriented towards and have their main entrance on a street or open space;
- the visual impact of long buildings should be broken up with vertical recesses or other architectural articulation;
- mechanical penthouses should be screened and integrated into the building design;
- balconies should be recessed or integrated into the design of the building facade;
- residential pick-up and drop-off areas should be located on secondary or local streets where possible;
- buildings should be finished with high quality, enduring materials such as stone, brick or glass; and
- the massing and articulation of buildings taller than 6 storeys shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights and contribute to a varied skyline in which Church of Our Lady is most prominent. Generally floorplates shall be 1200 square metres above the sixth storey and 1000 square metres above the eighth storey. The length to width ratio of the building should not exceed 1.5:1.

There are also general policies respecting parking, loading and servicing that apply to all downtown areas of downtown (Section 11.1.7.2.4), stating that vehicular entrances to parking and servicing areas should generally be located on local streets, secondary streets or laneways to maximize and accentuate building frontages. Enclosed loading and servicing areas are also encouraged.



The proposed building will be oriented along Wellington Street with its main entrance located at the new intersection of Wellington Street and Surrey Street. The two and three storey lower podium that curves and extends along Wellington Street has been broken up with a prominent corner lobby and entrance, building recesses, entrances and other architectural articulation to mitigate any visual impacts of this long building along Wellington Street.

Through the urban design review of the application, the top of the building has been improved to ensure it is well integrated into the design of the building. In addition, the balconies are recessed and well integrated into the design of all four sides of the upper podium and tower. These detailed design elements would be finalized through the site plan approval process.

The residential pick-up and drop-off area is located on Surrey Street, which is a local street that is proposed to connect with Wellington Street. This area will provide residents with convenient access to the residential lobby located at the southern end of the building, ensuring that the formalized drop-off and pick-up area is not located on Wellington Street.

The architecture and urban design of the proposed building will incorporate high quality material finishes, including brick, pre-cast concrete with punched windows, and transparent window wall/spandrel systems. It will not incorporate materials such as stucco, vinyl, exterior insulation finishing systems (EIFS) or highly reflective glazing. Following discussions with the applicant through the peer review architect process, the lower podium is proposed to be finished with smooth dark brick that will have a positive impact on the public realm at street level. These details will be further secured through the site plan approval process.

Staff have worked with the applicant through the review of this application to reduce the floor plate size of the tower portion of the building to ensure that the perceived mass and shadow impacts are minimized. Through the review of the application, the floor plate size of the tower portion of the building has been reduced from 1,105 m² to 1,089 m². While the proposed floor plate of the tower is larger than the 1,000 m² size generally outlined in the DSP, the implementation of the built form policies do contain provisions that allow for flexibility. This approach allows for well-designed buildings that respond appropriately to their site and its surroundings and permits flexibility where an applicant demonstrates to the City's satisfaction that alternative built form parameters meet the general intent of the policy. In addition, the length to width ratio of the tower is 1.2:1, which is less than 1.5:1. This will provide a square tower and avoid the look of a rectangular or slab-like building. For comparative purposes, it is noted that the Developer's adjacent building to the north at the intersection of Macdonell Street and Woolwich Street was approved with a tower floorplate size of 1285.5 m².

The tower also steps back further at the 16th, 17th and 18th storeys, providing large private terraces with significant opportunities for landscaping. This design, in



combination with other design improvements made to the top of the tower, will help clearly define the top of the tower and mitigate the perceived height of the tower. Planning staff are satisfied that the proposed floor plate sizes meet the general intent of the policy.

Mixed Use 1 Land Use Designation

The "Mixed Use 1" land use designation that applies to the subject site outlines additional built form policies that are applicable to the review of the proposed development (Section 11.1.7.3), as follows:

- Development shall contribute to the creation of a strong urban character and a high quality, pedestrian oriented environment with active ground level uses that enliven the street;
- Generally buildings shall be close to the front property line to help frame and animate adjacent streets;
- Buildings taller than 4 storeys in "Mixed Use 1" area along Wellington Street shall generally have a substantial stepback above the 6th storey generally in the range of 3-6 metres minimum from the front of the building fronting the street;
- Buildings shall reflect their urban context and have well-articulated street level facades with high quality materials and blank walls facing a street shall be avoided; and
- Generally, entrances to non-residential uses shall be flush with the sidewalk for easy access and to maintain a strong relationship to the street.

Further, the DSP recognizes that there are multiple properties within the Wellington Street / Neeve Street area that represent significant opportunities for coordinated and integrated development. As such, each of these sites shall be based on comprehensive master plans for the site. A revised Urban Design Master Plan was submitted by the applicant following consultation with area residents at an information session held October 29, 2013 to address this requirement.

The proposed development incorporates active at-grade commercial uses with individual street related entrances, providing a strong relationship to the adjacent sidewalk along Wellington Street. The curved active lower podium of the building will be located close to property lines to frame and animate adjacent streets.

This development will contribute to the creation of a strong urban character with a high-quality pedestrian oriented environment, as an extension of the existing downtown area to the north of the intersection of Wellington Street and Macdonell Street. The building design includes multiple stepbacks at the 3rd and 7th storeys with incorporation of large outdoor amenity terraces that can assist in mitigating the height and massing impacts of the building and ensure a pedestrian scale of development is maintained at ground level.

An issue was raised at the September 9, 2013 Public Meeting at Council with respect to the incorporation of appropriate stepbacks from the lower podium to the



tower in conformity with the policies of the DSP. Revisions to the design of the building have been made to increase the tower stepbacks from the lower podium, both along the frontage of Surrey Street and Wellington Street. The revised proposal increased stepbacks in the range of approximately 1 metre to 4 metres, resulting in stepback distances ranging from 2 metres to 7.5 metres along the Surrey Street elevation and 2.5 metres to 6.2 metres along the Wellington Street East frontage. It is noted that there is one limited specific area where there is no tower stepback from the lower podium. However, this represents only a small area that is part of the design strategy to separate the lower lobby podium from the remaining Wellington Street lower podium to create a stronger streetscape presence for the proposed building. There would also be a projecting architectural canopy integrated into the final design of the lower podium in this location to provide the required wind and climate protection for pedestrians in this location.

The stepbacks implemented into the design of the proposed building conform to the policies of the DSP that state buildings taller than 4 storeys in the "Mixed Use 1" area along Wellington Street shall generally have a substantial stepback above the 6^{th} storey generally in the range of 3-6 metres minimum from the front of the building fronting the street.

The lower podium will provide a strong street presence along Wellington Street East and Surrey Street. Active commercial street frontage will be created along Wellington Street, with a prominent 3 storey residential lobby located at the southeast corner to provide a focus for the new Wellington Street East and Surrey Street intersection. The lobby portion of the lower podium will also assist in providing an appropriate building height transition between Surrey Street and the tower portion of the proposed building.

The design of the lower podium, which provides a curved design of street level facades, will be well-articulated and incorporate high quality materials. The facades facing Wellington Street East and Surrey Street are not blank and will include high quality materials, glazing and building entrances. The north and west portions of the lower podium will also be largely buried into the grade to minimize the amount of blank wall at street level.

Overall, the proposed development conforms to the Downtown Secondary Plan (DSP) policies of the Official Plan.

Urban Design Master Plan

An Urban Design Master Plan was submitted by the applicant through consultation with planning staff, based on the requirements outlined in Section 11.1.7.3.9 of the DSP (see Attachment 3). A neighbourhood meeting was also held on October 29, 2013 to solicit input on the draft document. The purpose of the Urban Design Master Plan is to provide a basis for reviewing the zoning by-law amendment and site plan applications and to address the relevant policies of the DSP, specifically as it relates to the subject site. Elements of the Urban Design Master Plan include:



- the location of public and/or private streets and laneways;
- the location, uses and massing of buildings and their relationship to adjacent streets and open spaces;
- built form transitions to the surrounding community;
- shadow impacts;
- · the physical and visual connections to the immediate surroundings;
- conceptual streetscape design of adjacent public streets;
- the potential locations for heritage interpretation and/or public art; and
- the general location and layout of parking.

The Urban Design Master Plan has been reviewed and accepted by staff. As outlined in Condition 2 in Attachment 2, it is recommended that the guidelines of the Master Plan be utilized as part of the site plan review process to implement the principles, objectives and applicable policies of the DSP and to ensure that proposed development on the subject site forms part of a comprehensive and integrated approach for the redevelopment of the Wellington/Neeve area. These guidelines provide direction on a number of key design issues related to the proposed development and its relationship to the surrounding area, including:

- implementing public realm improvements within the master plan area to create a pedestrian friendly environment that provides key connections to the downtown core and transit terminal;
- providing a mix of uses, including active at-grade commercial uses that enliven the street and enhance the safety and vitality of the area; and
- providing appropriate height transitions to existing and planned future uses,
 while achieving intensification targets.

These guidelines will address the organization of the building placement and the open space elements to support and not preclude the active transportation link between Wellington and the inter-modal transit terminal, as well as the future City parking structure to the west of the subject site along Neeve Street.

Environmental Review and Consideration of the River Systems Management Plan (RSMP)

A scoped Environmental Impact Study (EIS) has been completed and accepted by City staff, the Environmental Advisory Committee (EAC), the River Systems Advisory Committee (RSAC) and the Grand River Conservation Authority (GRCA). The scoped EIS concludes that no negative impacts will occur on the river or its ecological function from the proposed development.

The Official Plan outlines policies that are applicable to development adjacent to rivers and public open spaces (Section 3.6.18). Generally, these policies implement the City's River Systems Management Plan. The City's River Systems Advisory Committee (RSAC) has reviewed the development proposal. The purpose of RSAC is



to provide advice and assistance to City staff and Council on issues that impact waterways and adjacent lands within the City.

On December 4, 2013 RSAC passed the following resolution:

"The River Systems Advisory Committee supports the Environmental Impact Study prepared by Stantec Consulting Ltd. On the condition that the EIS recommendations as well as staff recommendations above are implemented, including:

- 3:1 tree compensation on site and/or on adjacent/nearby sites; and
- provision of sufficient soils volumes for trees, as per current best management practices.

In addition, RSAC supports:

- a design that includes stepping back the tower, away from Wellington Street;
- the allocation of parking spaces for CarShare;
- that the purchase of parking spaces be optional for condominium purchasers; and
- that other means to soften the effect of the parking structure be considered such as shortening the visual appearance of long walls by using living walls or green walls, for example"

It is recognized that the proposed building envelope on the subject site provides limited space to accommodate replacement trees at the typically recommended 3:1 compensation ratio. As a result, areas for tree compensation have also been identified off-site on adjacent City owned lands. Tree compensation may also be taken in the form of cash-in-lieu, if necessary. Condition 1(f) in Attachment 2 addresses the tree compensation requirement. In addition, the issue raised at the RSAC meeting regarding best management practices for soils volumes is also included in this condition and would be addressed through the site plan review process.

As discussed previously, revisions to the design of the building were made through the review of the application to increase the stepback distance from the lower podium facing Wellington Street to the tower. These stepbacks are in conformity with the built form policies of the Downtown Secondary Plan and will help maintain a pedestrian scale of development along adjacent streets and the riverside trail. These stepbacks and the reduced tower floor plate size will also mitigate the perception of the tower's height and mass from street level. As illustrated in Attachment 9, the angular plane from the riverside trail to the nearest portion of the building is 50 degrees.

There was discussion both at the September 9, 2013 Public Meeting and at the December 5, 2013 RSAC meeting regarding the opportunity to provide parking for new car share opportunities that have been implemented in Guelph. The allocation



of parking spaces for the Community CarShare program will be explored further through the site plan approval process (see Condition 1(e) in Attachment 2). Community CarShare is a non-profit co-operative that provides its members access to vehicles on a self-serve, pay-per-use basis. Community CarShare builds a network of parking locations that can activated with a CarShare vehicle upon member demand.

RSAC also raised some concern with the number of parking spaces associated with the proposed development and expressed support for making the purchase of parking spaces optional for those purchasing the condominium units. In response to this issue, the applicant has stated that the residential units would be assigned one or more parking spaces that are tied to the unit. It was explained that for resale purposes owners of the condominium units want to ensure that they have a parking space since potential buyers typically want a parking space. It would be difficult to resell a unit if owners did not have a parking space associated with their unit. Further, the applicant noted that if the unit owner did not require a parking space, they could rent it out to another resident of the building.

The proposed development incorporates a parking ratio of approximately 1.3 parking spaces per residential unit, exclusive of the required parking for the commercial uses. This approach does ensure sufficient off-street parking is provided in association with the proposed development, which can help reduce impacts on adjacent neighbourhoods, with people competing for on-street parking spaces on surrounding streets. In addition, the reduction of parking spaces would not provide any evident opportunity to implement enhanced urban design, recognizing that parking is within an enclosed parking structure and there is no surface parking associated with the building that would present a visual impact. It is noted that the revision to the proposal to scale back the building at the southwest corner of the site to provide additional area to accommodate a future active transportation link on adjacent City lands has resulted in the reduction of 6 parking spaces.

The proposed development contributes to a number of the principles within the RSMP and Downtown Secondary Plan towards the enhancement of the river's role, presence and potential. This includes:

- ensuring development will not impact the environmental integrity of the river systems;
- providing a mix of uses and additional residential density in a well-designed and well-articulated building to address its Downtown Guelph setting;
- ensuring that the easterly elevation of the building faces, focuses on and features the river setting;
- providing residential and active street level commercial uses in proximity to the river at an appropriate scale that will assist in increasing the variety of uses existing along this section of the river; and



 implementing a building design that respects its riverside location, by addressing the adjacent streets across the river and minimizing shadow impacts on existing dwellings.

Traffic, Site Access and On-Street Parking

The applicant submitted a Traffic Impact Study in support of their application to assess the traffic impact of the proposed development. The increase in traffic due to the proposed development, as well as the general growth in future traffic from other potential developments in the area were analyzed to determine the impact on traffic operations and the need for any road or traffic control improvements. In response to issues raised at the September 9, 2013 Public Meeting, the traffic impact study also included an examination of the following:

- the new Surrey Street / Wellington Street East intersection;
- the implementation of on-street parking along Wellington Street in front of the subject site; and
- the need for traffic calming measures on Surrey Street to address potential cut through traffic.

The general conclusions of the Traffic Impact Study indicated that traffic operations would be acceptable for total traffic forecasts and that traffic generated from the subject site would have minimal impact on the intersections in the study area. This included Macdonell Street/Woolwich Street-Wellington Street East, Neeve Street/Wellington Street East, and Wellington Street East/Surrey Street that is proposed for site access. It is also noted that in addition to the development proposed on the subject lands, the traffic impact study also considered potential future development in the vicinity of the subject lands. This includes the 18 storey building at 148-152 Macdonell Street currently under construction, the current development application at 5 Arthur Street South and potential development at 45 Elizabeth Street, 92 Ferguson Street and 64 Duke Street (Woods Phase 2).

The traffic impact study has been reviewed and accepted by City staff. Details related to the specific site related traffic and design issues that were raised at the Public Meeting and through the review of the application are discussed below.

Wellington Street East/Surrey Street Intersection and Traffic Calming Measures
A small group of residents in the vicinity of the Surrey Street/Neeve Street
intersection expressed concerns with respect to the applicant's current proposal to
provide vehicle access to the parking garage from Surrey Street and with extending
Surrey Street to connect with Wellington Street East. These concerns, which were
expressed at the September 9, 2013 Public Meeting, generally related to the
impacts of increased traffic on Surrey Street and Neeve Street resulting from the
proposed development and the creation of the new Surrey Street and Wellington
Street East intersection.



On November 22, 2013, a meeting was held with the residents, applicant and City staff to discuss these issues within the context of the findings of the traffic impact study further. The discussion focused on the increased traffic movements on Surrey Street and Neeve Street that would result from the proposed development and the new Surrey Street/Wellington Street East intersection. The residents also expressed their preference for extending Fountain Street to Wellington Street to provide connectivity in association with the development of the subject site. It is noted that this Fountain Street extension was conceptually shown in an early draft of the DSP, however, it was ultimately removed from the final DSP approved by Council.

The rationale for not including the Fountain Street extension and alternatively illustrating a potential local street or active transportation link connecting Wellington Street East with Neeve Street and the transit terminal was provided in a November 7, 2011 staff report to Council. This report provided the analysis and response to public and stakeholder input on the DSP. This rationale for not including the Fountain Street extension is summarized below:

- It was recognized that the primary objective of the previously proposed extension of Fountain Street to Wellington Street was to improve access for pedestrians and cyclists to the major transit terminal from the St. Patrick's Ward area and create a more fine-grained street block network to improve access for active transportation modes. The secondary objective identified was to provide better access to redevelopment opportunities within the area. While the initially proposed Fountain Street extension could achieve these objectives, it was also recognized that this could have an undue impact on the ability to develop the subject site and would not be required from a strict traffic flow perspective.
- Therefore, the alternative developed that would also meet these objectives
 was to provide a logical and direct active transportation link to the transit
 terminal further south closer to Surrey Street. This is currently identified as a
 "local street or active transportation link" in the approved DSP, with the
 added requirement that an Urban Design Master Plan be completed for this
 area prior to development to address how development will achieve these
 transportation objectives (see Attachment 3 Downtown Secondary Plan
 Mobility Plan).

The staff review of the application, which included the review of the applicant's Urban Design Master Plan, has confirmed that the proposed development meets these objectives. This extension of Surrey Street to Wellington Street East is supported by staff to support the development of a compact and integrated downtown urban fabric that promotes connectivity. The Urban Design Master Plan illustrates how the proposed site development in association with surrounding City lands can accommodate this identified future active transportation link appropriately.



One measure supported by the residents to address the traffic impacts on the new Surrey Street / Wellington Street East intersection was to implement traffic calming on Surrey Street, west of the entrance to the proposed building. While the Traffic Impact Study did not recommend traffic calming on Surrey Street based on projected traffic volumes and existing stop controls, residents expressed the desire to pursue any options that may assist in minimizing short-cutting traffic movements along this section of Surrey Street. In response, the applicant has proposed a preliminary raised crosswalk design across Surrey Street, which would be located to the west of the proposed building entrance. While it is recognized that the proposed right in/right out access on Wellington Street East eliminates almost all potential short-cutting routes for non-local traffic, this raised crosswalk could serve as a minor traffic calming measure to help address the concerns of residents. Condition 1(c) in Attachment 2 has been included to address the implementation of traffic calming on Surrey Street as part of the detailed site plan review process.

Opportunities for passive traffic calming measures are also recognized within the design of the Surrey Street extension to serve as a deterrent for any short-cutting traffic. This includes narrowing the connection between Surrey Street and the approach to Wellington Street East and implementing other Surrey Street streetscape treatments in association with a courtyard design in front of the building.

In an effort to provide residents with a better sense of the peak hour traffic movements that could be expected from the proposed development, the applicant also provided the residents with a traffic simulation video, illustrating projected traffic on the roads and intersections in the study area. This was a visual tool that allowed residents to observe the frequency of vehicle trips along Surrey Street and Neeve Street, which were based on the findings of the traffic impact study. The Traffic Impact Study did conclude that the proposed Surrey Street extension to form the new intersection with Wellington Street East with limited right turns to and from Surrey Street would operate at a high level of service.

It is also important to recognize that future residents of the building will be well served by transit and there are good opportunities for walking trips and cycling using the existing road, sidewalk and trail networks. Combined, this will assist in reducing the dependence on the automobile over time, which will in turn reduce the additional traffic generated by the proposed development.

Implementation of On-Street Parking on Wellington Street East
The Traffic Impact Study submitted in support of the development proposal included an examination of incorporating on-street parking spaces along Wellington Street East in front of the subject site. These on-street parking spaces would be located in the southbound curb lane, reducing the number of southbound travel lanes in front of the subject site from two to one.



Questions were raised at the September 9th Public Meeting regarding the role of Wellington Street as a planned bypass for the downtown and how the incorporation of on-street parking in front of the subject site could impact this function. Wellington Street is an arterial road with high traffic volumes including buses and transport trucks. The traffic impact study did analyze turning movements at the intersection of Macdonell and Woolwich Street based on the planned introduction of on-street parking on Wellington Street, which would reduce one lane of southbound traffic in front of the subject site.

It is recognized that the implementation of on-street parking would alter the character of Wellington Street East in front of the subject site, creating a more urban and downtown street environment consistent with, and as a continuation of the downtown area north of the intersection of Woolwich Street and Macdonell Street. The findings of the traffic impact study, which were supported by staff, concluded that this intersection would continue to operate at a satisfactory level of service with or without the implementation of on-street parking in front of the subject site. While temporary periods of minor congestion would be anticipated with vehicles entering and exiting these new on-street parking spaces along Wellington Street East, free flow conditions would otherwise be expected.

Staff support the incorporation of on-street parking in association with the development proposal. On-street parking will provide convenient short term parking to support the adjacent at-grade commercial uses included in the development proposal. On-street parking and other associated streetscape improvements will also have the effect of creating a more urban downtown environment south of the intersection of Macdonell Street and Woolwich Street and will contribute to changing the character of this section of Wellington Street East to a lower speed, pedestrian-friendly downtown environment. The exact location and number of on-street parking spaces along Wellington Street East would be refined through the site plan approval process to confirm the preferred design alternative that meets all operational, safety and urban design objectives. Condition 1(d) in Attachment 2 outlines this initiative to implement this public on-street parking through the detailed site plan approval process.

Review of the Proposed Zoning and Specialized Regulations

Attachment 4 provides a zoning chart to compare the existing and proposed zoning regulations. Through the approval of the DSP, there is now a different form of development contemplated for the subject site than what the current zoning would allow. The recommended zoning bylaw amendment includes the following specialized zoning regulations required in order to implement the built form policies of the DSP.

Building Height

The current zoning of the subject site permits a building height of 6 storeys. While the DSP policies in effect permit a building height of 18 storeys on the subject lands, it is noted that the zoning bylaw has not yet been updated to implement the



downtown building heights established in Schedule D (Height Parameters) of the DSP (see Attachment 3). Therefore, the specialized zoning regulation requested through this current application to permit an 18 storey mixed use building is appropriate to implement the built form policies of the DSP. The subject site was identified in the DSP as an appropriate site for additional height because it is on the periphery of the historic Downtown core and is at a topographically low point in the Downtown.

Through the review of the application modifications to the podium and tower configuration have been made to mitigate the effect of height and the perception of mass as the building height increases. This includes incorporating greater stepbacks of the tower from the podium on all sides, a reduction in the tower floor plate, utilizing continuous vertical and horizontal articulation and various other architectural and landscaping treatments to mitigate the perception of height. These changes also contribute to a visually prominent lower podium design with a strong relationship to adjacent public streets, ensuring an active and pedestrian friendly environment is created.

The applicant has submitted a shadow study (see Attachment 10) to demonstrate that the proposed building will not have a negative impact on the surrounding area. The proposed tower location at the south side of the site that stepbacks as it rises successfully mitigates shadowing impacts. It is noted that a significant amount of shadow impacts fall within the boundaries of the subject property, the adjacent rail corridor and Wellington and Macdonell Streets. The design of the podium and stepped back tower will also ensure that any wind impacts on the pedestrian realm are mitigated (see Architect's Wind Letter in Attachment 11).

Angular Plane

The proposed zoning by-law amendment includes the request to remove the angular plane requirements for the subject site, which state that buildings are to be a minimum of 3 storeys and a maximum of 5 storeys in height within 15 metres of the street. The intent of this regulation is to ensure that any building located close to the street provides an appropriately scaled street wall that is high enough to help enclose the street, but does not overwhelm the pedestrian environment.

Further to a request made at the September 9, 2013 Public Meeting, Attachment 9 provides the angular plane analysis of the building from the centreline of the Riverside Trail (50 degrees). The zoning by-law stipulates a 45 degree angular plane from the centerline of the street and a 40 degree angular plan from a river or park.

The removal of this regulation in association with the proposed development is being recommended since the building has been designed in general conformity to the alternative built form policies included within the approved DSP. These built form policies, which include building stepbacks and floor plate limitations, achieve the same intent as the angular plan requirements within the current zoning bylaw.



As previously discussed, the building has been designed with an appropriate lower podium, upper podium and tower configuration that will establish a visually prominent two storey lower podium close to the street and multiple stepbacks at the 3rd and 7th storeys in association with outdoor amenity terraces. In addition, the applicant has worked with staff, including the peer review architect process, to increase the building stepbacks above the established streetwall height and to reduce the size of the tower floorplate. This will allow for the building to enclose, but not overwhelm the surrounding public streets.

The tower will not have a negative impact on Wellington Street, John Galt Park or the Speed River as has been demonstrated by the Shadow Study (see Attachment 10). Further, the lower podium is generally consistent with the heights of adjacent podiums, in particular the podium of the new development at 160 Macdonell Street to the north of the subject property.

Setbacks

The recommended zoning bylaw amendment includes permitting a 0 metre rear yard, side yard and front yard setback. This specialized regulation is appropriate to implement the intensification and urban design objectives associated with the proposed development. This includes facilitating a design for the lower podium that creates active commercial frontage and a strong relationship to adjacent streets. While the 0 metre setbacks are requested to accommodate the underground parking structure, the building design incorporates stepbacks, floor plate limitations, as well as 3rd and 7th storey landscaped amenity terraces to ensure a pedestrian friendly environment is created. These 0 metre setbacks proposed are consistent with the building setbacks in the Downtown, recognizing that the CBD.1 Zone noting that the predominant CBD.1 Zone in the downtown permits 0 metre setbacks.

Building Coverage

A specialized zoning regulation is requested to permit a building coverage of 100% of the lot area from the 40% building coverage requirement in the standard CBD.2 Zone. Planning staff support a 100% building coverage to implement the proposed site design for the 18 storey mixed use building. This is considered appropriate to achieve general intensification objectives for the downtown and the built form objectives specifically identified for the subject site in the DSP. It is also noted that a 100% building coverage is permitted within the CBD.1 zoning regulations that apply to the large majority of properties within the downtown area. This specialized regulation is in association with the preferred building design, which includes structured parking occupying the majority of the site and the incorporation of large rooftop green areas on the 3rd and 7th storey providing amenity space for residents. It is also noted that the parking structure will be largely buried due to the grades of the site and the proposed building will incorporate stepbacks and floor plate size restrictions to mitigate the massing of the proposed building.



Rear Yard Access

The recommended zoning bylaw amendment would remove the current CBD.2-2 zoning provision that requires vehicular access to the rear yard to be maintained. The removal of this regulation is appropriate, as the proposed development incorporates access into the parking structure at the south side of the building, utilizing the planned extension of Surrey Street connecting with Wellington Street.

Specific Site Design Issues

Garbage/Recycling

Garbage and recycling will be addressed within the building with a pick-up area being provided at the southerly end of the building adjacent to the entrance to the parking garage. Waste and recycling would be stored within the building at all times.

The three stream waste collection system would be accommodated within the proposed building in accordance with the City's Waste Collection By-law. Through the site plan approval process, a waste management plan is also required to be prepared and submitted to the City's Solid Waste Department for approval. Condition 4 in Attachment 2 outlines the requirement to address all details of waste sorting and collection in accordance with the City's Waste Collection By-law prior to site plan approval. This includes the requirement to explore opportunities to facilitate a transition to City waste collection at some point in the future. Although private waste collection would be initially proposed for the proposed development, a number of possibilities do exist for transitioning to total or partial City waste collection in the future.

Lighting, Antennas, Satellite Dishes

A detailed lighting plan will be submitted and reviewed through the site plan approval process to ensure that there are no adverse lighting impacts from the proposed development on surrounding lands. In addition, the applicant has indicated that the condominium declaration would ensure that no antennas, satellite dishes and similar structures could be erected on the building.

Graffiti

The building has been designed to have active views to reduce opportunities for graffiti to occur. Landscaping and fill will be utilized in areas where the parking structure is at grade to avoid blank facades and to reduce the ability to get close to the building. At-grade lighting will also be provided to ensure the building is appropriately lit, which will reduce opportunities for graffiti to occur.

Public Art

The Urban Design Master Plan submitted in support of the application, which is intended to provide a basis for reviewing the detailed site plan application, includes a guideline with respect to the incorporation of public art in association with the proposed development. The DSP identifies public art as an important element of the Downtown's public realm, adding beauty and interest to streetscapes as well as



parks, other open spaces and buildings. The integration of public art in significant private developments is encouraged. As such, the site plan review process will consider the design and placement of Public Art within the site's publicly accessible open spaces as an additional means of interpreting and responding to the heritage in the immediate vicinity. This would include the location of one of Guelph's earliest school buildings that was located on what is now the City-owned parking lot to the west of the subject site (see Condition 2(d) in Attachment 2).

Archaeological Resources

The subject property is considered to be an area of archaeological potential as it is within 300 metres of a primary water source and may possibly contain archaeological resources related to one of Guelph's earliest schools. An Archaeological Assessment of the subject lands will be required as a condition imposed through the site plan approval process (see Condition 26 in Attachment 2).

Integration of the Proposed Development with Surrounding Lands

As previously discussed, the Urban Design Master Plan submitted by the applicant was reviewed by staff to address the relevant policies of the DSP and to provide the basis for reviewing the zoning by-law amendment and site plan applications. This included an examination of the proposal as it relates to the physical and visual connections to the immediate surroundings, ensuring development of the subject site would form part of a comprehensive and integrated approach for the redevelopment of the Wellington/Neeve area.

The Wellington/Neeve Master Plan area includes lands surrounding the subject site for the purpose of examining the new Wellington Street East and Surrey Street intersection, the accommodation of a potential future public parking structure on the adjacent City owned lands to the west, and the implementation of a future midblock active transportation link.

Land Exchange

In recognition of the irregular configuration of the subject lands, efforts have been made during the application review process to create more regularly shaped land parcels to facilitate development on the subject site and potential future development of adjacent City owned lands at 141 Fountain Street. Portions of the subject site that extend beyond the proposed building envelope, consisting of approximately 347 m² as highlighted in Attachment 12, are proposed to be transferred to the City and consolidated with adjacent City owned lands at 141 Fountain Street East. Transferring these additional lands to the City creates an improved and more logical property boundary interface with the proposed building. This also facilitates options for the accommodation of a potential future City parking structure and the implementation of an appropriate active transportation link alignment.

In exchange, the small triangular piece of City owned land, consisting of approximately 53 m² as highlighted in Attachment 12, would be transferred to the



Developer and consolidated as part of the subject lands. The parking structure of the proposed building currently encroaches on this area and consolidating this area with the subject lands would properly straighten the westerly property line to better accommodate the proposed building envelope.

Staff and the Developer are in negotiations to finalize this land exchange, subject to Council's approval of the purchase and sale agreement. It is noted that the terms of the draft agreement of purchase and sale stipulate that this land exchange would be completed without any cost to the City, despite a significantly larger amount of land being transferred to the City.

This land exchange represents a mutually beneficial situation whereby a properly configured rectangular parcel is created to accommodate the proposed 18 storey building, with the unusable outcrops of the subject lands being transferred to the City to provide improved options for the future design and development of the active transportation link and the potential future City parking structure.

Future City Parking Structure

The current City owned parking lot to the west of the subject site provides parking for approximately 110 vehicles and is typically used by neighbouring businesses. Additional demand for parking on this site has been identified to serve neighbouring businesses, the adjacent intermodal transit station and other future development in the area. The review of this application has considered the accommodation of a future potential City parking structure. The land exchange previously discussed will help maximize design options for the future development of the City parking structure, ensuring it can be sited appropriately to accommodate parking demand for the area as well as provide a good interface for vehicle and pedestrian traffic to the transit station and surrounding area.

Active Transportation Link

Schedule A of the Downtown Secondary Plan (Mobility Plan) identifies a potential local street or active transportation link that could provide a connection between Fountain Street and Wellington Street East (see Attachment 3). The current development proposal has been designed to allow a future active transportation link to be accommodated that would provide this connection from Fountain Street across the southern side of the building to connect with Wellington Street East (see Concept Plan in Attachment 5). This active transportation link would also provide an important connection from Wellington Street East to the inter-modal transit terminal.

The opportunities to make Downtown more walkable include new pedestrian bridges crossing the Speed River (see DSP Mobility Plan in Attachment 3). Therefore, the design of the new Surrey Street/Wellington Street East intersection in association with the proposed development has considered the accommodation of this active transportation link in an appropriate location on Wellington Street East. This design will ensure that the active transportation link can be extended across



Wellington Street to provide future connections with the recreational trail along the west side of the river and a potential bridge crossing connecting the 5 Arthur Street property to be redeveloped on the east side of the river.

As discussed, the small southwest portion of the subject lands that will be transferred to the City will also maximize options to accommodate the implementation of the active transportation link connecting Wellington Street East with Neeve Street and the transit terminal. It is also noted that revisions to the proposed building have been made to scale back the building footprint at the southwest corner of the site that will provide significantly more area to accommodate a future pedestrian corridor and to ensure a safe and visible link is provided in accordance with CPTED principles. Further, the addition of eyes on the trail from the adjacent building will serve to improve the safety of this portion of the trail.

It is important to note that at this time, the design of the trail is a concept only and is subject to change. However, it has been determined through the review of this application that the location of the active transportation link can be accommodated appropriately, with the preferred location for a potential extension across Wellington Street East identified at the proposed Surrey Street/Wellington Street East intersection.

The traffic impact study also examined the issue raised at the September 9, 2013 Public Meeting regarding the opportunity to install a full traffic signal at the new Surrey Street / Wellington Street East intersection. This would control all traffic entering the intersection, as well as providing controlled crosswalks and allowing left turn movements to and from Surrey Street. The findings of the traffic impact study, which were supported by City staff, indicated that the installation of traffic signals at this new intersection would not meet the minimum spacing requirements for traffic signals or the technical criteria to justify their installation. The traffic signals at the Macdonell Street/Woolwich Street-Wellington Street and Neeve Street/Wellington Street intersections provide controlled crossings in close proximity to the subject site.

Overall, staff are satisfied that the proposed development will not prevent future opportunities for the orderly, efficient and logical layout and design of the Wellington/Neeve Master Plan area.

Noise and Vibration Study

The Preliminary Noise and Vibration Impact Study submitted by the applicant make recommendations with respect to transportation and stationary noise sources in the area that need to be addressed in order for the Ministry of Environment (MOE) sound level criteria to be met for the proposed development. The following conclusions and recommendations were made:



- The combined effect of the various road and rail sources would create a modest noise impact;
- Recommendations were made for standard noise control measures, including central air conditioning and warning clauses to address this noise excess;
- The combination of road and rail sound levels is sufficient to potentially require minor upgrades to the glazing at the bedrooms along the facades, closest to the main rail line;
- Adjacent commercial uses were found to meet MOE's noise criteria without the need for noise control measures; and
- The vibration monitoring of the train passbys indicates that the freight and passenger trains do not generate sufficient ground-borne vibration levels to require any vibration control measures.

In order to implement the recommendations in the Noise and Vibration Study, a final Noise and Vibration Report will be required to address and implement the recommendations prior to site plan approval based on the final design of the building and associated amenity areas. Condition 27 in Attachment 2 addresses this requirement.

Community Energy Initiative Considerations

The applicant has submitted information outlining additional energy efficiency initiatives that are proposed in association with the construction of the proposed building (see Attachment 13). Condition 3 has been included in Attachment 2 to ensure that the owner does submit written confirmation that the proposed building is constructed to a standard that implements energy efficiency in support of the Community Energy Initiative.

The developer is also involved in ongoing discussions with Envida Community Energy regarding the incorporation of District Energy in the building. The building has been designed to be district energy ready and conceptual design work is being undertaken with the intent of implementing district energy for this proposed development.



Attachment 8 Peer Review Architect Report

Giannone Petricone Associates

Giannone Petricone Associates Inc. Architects

Peer Review Report – 150 Wellington Street East, Guelph, ON Final Review for Zoning By-law Application: January 13, 2014

The project is an 18 floor mixed-use residential building with commercial retail uses at grade. It is fronting Wellington Street south of the CNR bridge. A local road named Surrey Street East is located at the northwest edge of the site. Vehicle entry to the site is from Surrey Street which is planned to connect to Wellington Street East.

These comments are derived from the request for City of Guelph to retain a peer review of the proposed design. This review is the second for this project. It is understood that the first review was to be preliminary.

The first review was issued on September 3, 2013 (attached). This review included annotated drawings to assist in evolving the design.

Subsequent to the first review, the developer had revisions made to the drawing package and further commentary was prepared and provided to the City of Guelph in a letter dated December 23, 2014.

A second meeting was held and this second review subsequent to a meeting held at the City of Guelph dated December 12, 2013 as well as informal telephone discussions with the applicant's consultants. The documents that form the basis of this review include drawings submitted on December 13, 2013, the Urban Design Brief dated December 5, 2013, proposed development street views dated January 2, 2014 and rendered perspectives received January 9, 2014.



Giannone Petricone Associates Inc. Architects
Peer Review Report – 150 Wellington Street East, Guelph, ON

Second Review: January 10, 2014

It is understood that this is the second full review for this proposed project and that it is to be considered as the last review required prior to a rezoning report.

The first review was issued on September 3, 2013. That review included annotated notes on drawings as well as a written memorandum. In that review it was noted that the proposed project was generally seen in a positive light and areas where there should be anticipated improvement were noted.

The building has evolved since that review in generally a positive manner.

Site Plan

By-in-large, the critical urban design related site plan issues have been resolved. The general location of the building and its various components has generally achieved a positive result.

The grade relationship along Wellington Street has improved via the inclusion of a curved brick masonry clad street wall. A three storey entry mass projects as a separate mass from the podium. These two elements create a varied and active composition to the public realm. More effort is required to create a clear direct connection between sidewalk and the commercial uses.

The loading area and parking entry has seen improvement both in location and articulation. The Active Transportation Link has improved with the deletion of a number of parking spaces (6 spaces) allowing a more generous connection between the Surrey Street "cul-de-sac" and the northwest.

The extent of hard paving at the Surrey Street cul-de-sac has been reduced. Further discussion should be had between the City of Guelph and the applicant to continue to reduce this paved area.



Giannone Petricone Associates Inc. Architects
Peer Review Report – 150 Wellington Street East, Guelph, ON

Second Review: January 10, 2014

Uses

The uses are generally well organized and properly placed. As mentioned above the commercial uses along Wellington St. will continue to improve with better direct connections to the public sidewalk.

Massing and Building Articulation

The massing approach for the proposal has improved significantly and will create a positive impact on the urban realm. The interlocking of the base podium elements is quite successful. There still remains a potential to better integrate the residential podium mass to the tower mass along Wellington Street frontage. This could be done with the interlocking of the balconies similar to the resolution found at the rear façade.

The curving masonry façade of the commercial base with more repetitive and larger openings is well received.

The floor plate size has been reduced significantly. This reduction along with a strong vertical articulation of the point tower results in a building massing that belies its size and can be seen as being in general conformance to the requirements.

The mechanical floor should continue to evolve. The present representation should modify to better "cap" the building. It is suggested that the top floor be clad in standing seam pre-finished metal or copper. This would better represent a "top" to the building and would also incorporate servicing and venting conditions.

Elevation / Façade Articulation

The building has improved immensely since the first review. The strategy of a "stripped down" traditional language has resulted in a sophisticated building articulation. Much improvement has taken place along the base elements of the building, both in language and materiality. The curving masonry wall will be a fine backdrop to commercial uses and the three storey entry mass represents a proper scale for this location.



Giannone Petricone Associates Inc. Architects

Peer Review Report – 150 Wellington Street East, Guelph, ON

Second Review: January 10, 2014

The six-storey podium residential base is now more horizontal in nature and creates a less block-like massing. As mentioned previously, this mass should continue to better integrate to the tower mass.

There is an interesting notion in terms of the colours proposed, as can be seen in the renderings received January 9, 2014; the balconies along the Wellington podium residential base are rendered dark. This colour could also be brought to the point tower balcony edges.

The canopies at the base are represented are still very schematic in nature and will require significant improvement in terms of size, material, structure, etc. Further to this, there should be care in terms of all building layers that integrate into the public realm, such as building signage, lighting, as well as infrastructure elements such as venting and service meters.

Further to this, the entire building system of precast components continues to be an intriguing opportunity to create a high quality built form that is much more affordable than typical cast in place structures.

This gives cities such as Guelph the opportunity for good infill housing to be achieved. To this end, however, there must be a true understanding of how this "kit of parts" is presented onto the public realm. Its success in terms of it being embraced by the public lies in the resolution of the fine details that would be visible on the exterior of the building. Much care should be taken during the design development of this building and its review at site plan approval stage.



Giannone Petricone Associates

Giannone Petricone Associates Inc. Architects

Peer Review Report – 150 Wellington Street East, Guelph, ON

First Review: September 3, 2013

This memorandum is a summary of my review and discussion resulting from the meeting of September 3, 2013 of an application for a midrise mixed-use building located at 150 Wellington Street East in the City of Guelph.

The project is an 18 floor mixed-use residential building with commercial retail uses at grade. It is fronting Wellington Road East northwest of the CNR Bridge. A small residential road named Surrey Street East is located at the northwest edge of the site. Vehicle entry to the site is from Wellington Road and connects to Surrey Street East.

These comments are derived from the request for City of Guelph to retain a peer review of the proposed design. This review is one of at least two anticipated for this project. It is understood that the first review was to be preliminary. It was noted that the project as presented was continuing to be finalized.

Site Plan

- It was generally agreed that the location of the building on site was appropriate
- The tall building component is located to the northwest end of the site, a midrise podium continues to the southwest along Wellington Road East.
- The entry location to the condominium is appropriate however it was hoped that the
 entry could be expanded into the planted area even to the northwest along Wellington
 Street East. This would provide a more generous entry, assist in resolving some grading
 issues and could assist in screening the loading and parking entry service areas.
- An interesting opportunity was presented in connecting a municipal pedestrian walkway from Wellington Street through the Surrey Street cul-de-sac through to the north of the site. It was felt that this was a positive, important pedestrian connection. It was felt that the parking garage north corner inhibited the municipal walkway creating a



potentially unsafe condition. This would be alleviated by cutting back the corner of the northwest parking garage. This chamfer would result in the loss of three (3) parking spaces but would create a more generous and direct condition for the walkway as well as a better relationship to the existing residential on Surrey Street. This area could potentially be "traded" with the City for the added area needed for the entry along Wellington Street East.

- Grading information was difficult to read. Support was given to the general intention to "bury" the parking structure into the slope, and that the southwest corner would be carefully landscaped and graded. This will be reviewed upon the next submission.
- It was felt that a more sensitive grading strategy was needed along Wellington Street East. It is important that the building relate as directly as possible to the pedestrian sidewalk along the street and therefore more consideration be made to the stepping of the building, vis-à-vis reducing retaining walls, steps, etc.
- The midrise building street edge is stepping in plan, relating to the building above. It is felt that the base or ground floor could push out to relate to the curving nature of Wellington Street East.
- A request was made to minimize the extent of "asphalt" at the Surrey Street cul-de-sac. This condition is exasperated by the addition of the new access from Wellington and the large throat needed to access the parking and service areas of the building. The redesign of this area should look at tighter turning radii, as well as more intensive landscape/planting. There is an intent to use unit pavers in this area which will assist in creating a courtyard effect. A pattern plan is anticipated in the next review.

Uses

• It is felt that the uses are appropriate to the site and are situated accordingly. The northwest corner of the building houses a generous entry that will improve if it is expanded out further.

Commercial uses line the ground floor, masking the parking structure. Care must be given to the grading as to create spaces that are useful in terms of ceiling height, concern was raised to this effect. The location of the service uses are appropriate. Again care must be given to building articulation and landscape screening to this area given its exposure to the adjacent residential along Surrey Street.

• A request was made to expand the commercial as much as possible along Wellington Street to better screen the parking structure. A strategy close to "Option 'D" plan was preferred.



Massing and Building Articulation

There was much discussion regarding the massing and building articulation.

- Regarding the tower/podium relationship it was felt that the tower was reading too overtly and that the strategy of the tower and a pavilion-like midrise component separated by a reveal was not successful. A suggestion was made to interlock the six-storey podium with the tower component; this could be a more harmonious resolution.
- The ground floor "base" should assert itself more along Wellington Street especially as the street curves to the south.
- The applicant's previous building, which was acknowledged as an "exceptional" building with regards to city ambitions, has been deemed a success thus far. During that review the applicant with our support, requested variance from the tower floor plate size requirements of the City. In this instance, there is concern that same is requested. Concern is strongly stated this request starts straying from a strategic "exception" to become a precedent. We request that the applicant reduce the floor plate to better conform to city standards.

Elevation / Façade Articulation

Given the wish to "Build Beautifully", comments were made in relation to the base, middle and top of the building.

A number of issues regarding the façade design were discussed.

- It was felt that the ground floor street facing facades required more articulation. The existing strategy of the tower and podium extruding down at grade needs to be carefully reconsidered. The feeling is that the base of the building should have a heightened character that will contrast with the more sparse, stripped down towers. Care should be given to materiality, signage, canopies, lighting. This imperative is utmost along Wellington Street as it is an important street (along the river) in the City of Guelph. The north elevation should also be reconsidered. Again, a heightened façade articulation should be seen here. This should include proper articulation facing Surrey Street and should sensitively incorporate the loading and parking areas on the façade.
- As well the previous comment of pushing the entry out at the northwest corner will assist in improving the building articulation and minimize the potential overbearing reading of the tower element.
- The architectural language strategy employed by the architects was stated as a stripped down classicism more in line with a certain Scandinavian pre-war architecture.



This is understood. Suggestion was to look at work of Gunnar Asplund whose simple, facades are supported by strong elegant detailing.

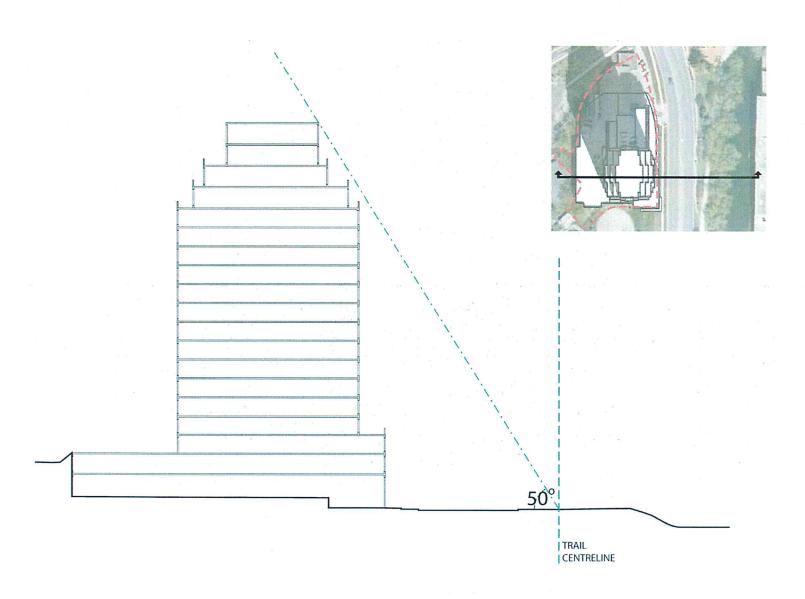
• On the building located on MacDonnell Street which is now expressing itself onto the urban realm, one can see that careful execution of the "building block" system must be understood and properly detailed. This is more so of importance for this building. An important element to the holistic "success" of this building lies with the precast structural system being utilized. It is an intriguing model to provide a simple cost effective solution for this market. This structural system has also the benefit of being the cladding/façade treatment of the building. It is this element of the system that must be completely understood by the architect in order to achieve a successful architectural solution. Care must be given to the detailing of the system to create a building façade that benefits this important site in the city.

It was appreciated that on this building, the applicant has retained the services of an architectural/urban design firm that has the proven ability to design an exceptional urban building.

I look forward to seeing the next phase of this project.



Attachment 9 Angular Plane Analysis





Attachment 10 Shadow Study

MARCH 21



10:00 am



12:00 pm



2:00 pm





Attachment 10 (continued) Shadow Study

JUNE 21



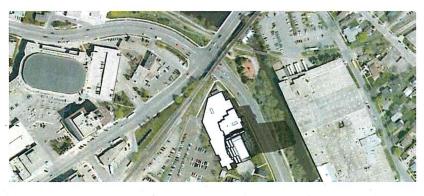
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Attachment 10 (continued) Shadow Study

SEPTEMBER 21



10:00 am



12:00 pm



2:00 pm





Attachment 10 (continued) Shadow Study

DECEMBER 21



10:00 am



12:00 pm



2:00 pm





Attachment 11 Architect's Wind Letter

mbtw II watchorn

December 04, 2013

Stantec Consulting Ltd. 49 Frederick Street Kitchener ON N2H 6M7

Attention: Ms. Krista Walkey, BA, MCIP RPP, Senior Planner

Dear Ms. Walkey:

Reference:

TriCar Developments
150 Wellington St., Guelph Ontario
Building and Site Winds

We have been asked by the City to give an opinion on the suitability of the building and the site design to deal with expected winds in the area.

Understanding that this response is not made on the basis of any empirical testing or structural analysis we are pleased to report as follows.

The prevailing winds are from the west; veering more to the north west in winter, backing south west in summer. Please see attachment I

The railway embankment and a natural slope to the north and west respectively will shelter the pedestrian areas of this development to a considerable extent.

The effects of the tower, well set back from the pedestrian pathways, is further buffered by the semi-private gardens of the condominium, located on the roof of the parking garage. These gardens are contiguous with the City lands sloping uphill to the public parking lot at the GO station.

The only existing residential area close by is Surrey Street to the south. The nearest neighbouring houses there are separated from this development by a public green space and walk linking Wellington Street and the Speed River walkway to the public parking area on the height of land to the west. Here the tower has been set back from the 2 storey streetfront podium by approximately 20 feet.

The East façade, fronting onto Wellington Street is built up to the property line in the south eat corner and then draws back from the street as it goes north on Wellington. This allows the setback and canopies to the mid/low rise portion of the building to be even more effective in protecting the sidewalk from adverse wind effects from the new development. A linear park separates Wellington Street from the future development of existing industrial lands beyond the Speed River.

T 416.449.7767

IF 1.800.504.4181 F 416.449.1803

255 Wicksted Ave., Unit 1A, Toronto, ON, Conado M4H 1G8

landscape architecture urban design design guidance architecture galf design leisure design



A major concern would be the downdraft effects of the tower portion of the complex and accelerating / eddying effects at the street and pedestrian areas.

On the tower there is a mixture of smooth and articulated facades; using both semi-recessed and projecting balconies. These will interrupt wind flow down and around the tower. At the one location where the main façade of the tower continues "unbroken" to the sidewalk level, a large canopy has been added at the second floor level. This will deflect down-shearing winds away from the entry and sidewalk below.

The roof of the mid- rise portion of the condominium building and the roof of the parking garage will have intensive use. Mitigation of pedestrian level winds will be effectively achieved through the landscape design, the set back of the tower, canopies, overhangs, and balconies as design features. The amenities space should experience generally comfortable conditions during the summer months, especially in the afternoon and long evenings.

Thank you for the opportunity to have been of assistance to this important project.

For MBTW Inc.

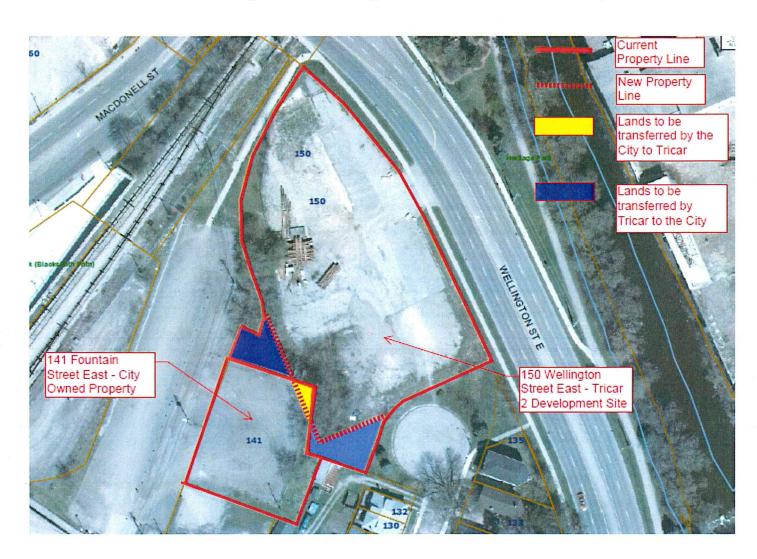
Duncan Harvie, OAA, RAIC, RIBA Architect

> 1416.449.7767 FF1.800.504.4181 F416.449.1803 255 Wicksteed Ave., Unit 1A, Torento, ON, Conada M4H 1G8 www.mitra.edu.com

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Attachment 12 Plan Illustrating Land Exchange between City and Developer





Attachment 13 Community Energy Initiative Commitment



June 25, 2013

Mr. Todd Salters General Manager, Planning and Building Services City of Guelph

Dear Mr.Salters:

RE: Tricar's Commitment to the Community Energy Initiative, 150 Wellington Road

We will be filing an application for a Zoning By-law amendment for the above lands in order to permit a mixed use high density development within the Central Business District.

The Tricar Group has been developing luxury condominiums and apartment buildings for 27 years with a reputation for innovative design combined with un-paralleled luxury, quality and value. We are very excited to continue to build upon the success of the River House condominium project as well as the evolving downtown core of the City of Guelph. Similar to our Riverhouse project we are proposing an elegant condominium lifestyle for residents who want to live and work in the downtown as well as opportunities for those who want to be close to the amenities of downtown while having opportunities to create a space with views, amenities, sustainability and a sense of place.

Tricar is committed to providing a sustainable building on this once industrial site. All parking will be provided in structure, which will be coved in majority by a green roof in order to reduce the amount of surface asphalt and the urban heat island effect. The site is strategically located with access to public transportation and active pedestrian and cycling routes in order to minimize the use of vehicles.

Our site lighting will be designed with cut off shields to control light pollution and all internal lighting will have energy efficient lighting and day lighting controls. Our design features will include the use of district energy for heating and cooling, low E windows, natural light and each unit will have individual access to heating/cooling and lighting controls. The building is proposed with a garbage and recycling room.

During construction, a construction waste management plan will be implemented and local materials will be sourced in order to reduce the environmental impact on the transportation system.

We look forward to providing an attractive and sustainable development in the heart of the City.

TAS

Regards,

cc: Sylvia Kirkwood, Manager Development Planning, City of Guelph cc: Chris Devriendt, Senior Planner, City of Guelph

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Home page: www.tricar.com 🕶 E-mail: ttg@tricar.com



Community Energy Initiative - 150 Wellington Road, Guelph

Sustainable Sites - Entire Property

Urban Development	A dense and well utilized site in the downtown core to help contain urban sprawl and brings high density residential living downtown. Integrates an active pedestrian connection between new and existing development. Key entry point to
	the downtown, by all modes of travel. reuse of a former industrial site, and relocation and upgrade of older infrastructure.
Urban Development Erosion and	A comprehensive erosion and sedimentation control plan will
sedimentation control	be in effect throughout the development of this site, improving upon the existing conditions. The stormwater
	management plan incorporates principles of Low Impact Development. Controlled roof top drainage in conjunction with substantial green roofed solutions provides improved stormwater quality and quantity released from the site.
Existing and Proposed Trees	New trees on site and in the public right of way will contribute
	to the "greening" of the core and add to the overall
	rejuvenation of the urban forest. In addition of street trees
	the2,2000 sq metre green roof will contribute to the overall
Ch. L. Lat.	greening of the site and entry to downtown.
Site Lighting	Site lighting will be designed to direct to the ground and not to the sky.
Alternative Transportation	The site is adjacent to the transit hub, adjacent to pedestrian
	and cycling networks and has provided on site bicycle storage.
	Future residents will have many active transportation choices
	and it is well served by nearby retail and service uses within
	walking distance. The active pedestrian connections provides
	residents of this development , St. Patricks Ward and
	surrounding area continuity to the downtown and transit hub.
Landscape and Exterior Design	A significant improvement in the amount of landscaped open
	space is provided as well as a roof top amenity and green roof
	area. The proposed 3 rd floor landscaped terrace is
	approximately 22,000 sq.ft. resulting in 38 percent green area
	at the 3 rd floor. The typical high density suburban
	requirements for landscape open space is 30 percent.
Heat Island	The current condition of the site is mainly a black asphalt
	parking lot which as a low albedo value and absorbs a large
	percentage of solar heat.
	The building proposes light-colored building materials which
	have proven effective in reflecting more light. The asphalt
	parking lot will be removed and replaced with the light
	coloured building and a green roof on the third storey and the



	seventh storey and a cool roof on the eighteenth storey
	The 18 th storey rooftop is a cool roof with a lighter-colored surfaces compared to a typical asphalt roof which does not reflect a lot of solar radiation
Exterior Design	Through responsible building design, mixes of building materials will be evaluated and selected to decrease the heat island effect and energy efficient. The design of the new building will be subject to the recently amended Ontario Building Code requirements, particularly by energy modeling design evaluation approach, which will largely influence the percentage of glazing, glazing type, building opening's orientation, ect. Through the use of precast exterior wall panels further consisting of interior steel studs with polyurethane insulation at all locations that are not glazed provide a well-insulated façade. By increasing the glazing amount to 80%, the heating load would be increased by 50% and the cooling load increased by 30%. By the use of a responsible balance of materials and orientation an energy efficient design will be synergized in a aesthetically pleasing and sustainable structure.
Building Sustainability	The building design, materials and equipment have been selected and will be incorporated such that the building is sustainable in the long term. Sections of window walls will be designed in compartments to reduce the overall large expansion and contraction properties attributed with glass and aluminum. The use of precast exterior wall panels and coating provides large life cycle façade with minimal fading or delamination as found in other materials. High quality protective membranes and coatings (parking garage traffic membranes, exterior wall coating, roof membranes, landscaped roof area membrane and landscape protection sheets, foundation waterproofing, redundant caulking systems for all precast panels etc.) will be selected to endeavor long term climatic impacts. Temporary construction sealants will be applied during construction to avoid water penetrations at finishing stages to avoid any temporary water damage or mold exposure.

Water Efficiency Drought resistant landscape material has been specified as much as possible Stormwater Management A significant reduction to storm water runoff peak flows and volumes and an improvement in runoff water quality will be achieved with the redevelopment of the parcel. The pre-development site had approximately 65 % impervious



	coverage, whereas the post-development condition is proposing approximately 24 % impervious, with substantial use of green roofs. This is significant for a downtown urban site as the typically there is 0% landscaped.
	Through the abundant use of green roofs, the stormwater management approach incorporates Low Impact Development principles and provides inherent runoff water quality improvements over existing conditions through the elimination of all at-surface vehicle access / parking areas.
	Site remediation of the brownfield will improve upon the existing conditions.
Reduced Water Consumption -	Low flow faucets; toilets and showerheads will be
Domestic Use	incorporated throughout the units to reduce water
	consumption. The intent is for hot water domestic supply to come via district energy, heated storage tanks will be utilized
	to reduce fluctuations in the requirement for hot water under
	peak demand. By allowing for on-site storage it reduce the amount of time required by residents to wait for hot water to come from centralized systems.
Reduced Water Consumption -	Through the integration of district energy, the heating and
Heating & Cooling	cooling systems will be completely closed looped systems.
	The evaporation losses will be minimalized, even more than a convention heating and cooling system.

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Design Features – Mechanical Systems	The buildings HVAC system is centralized, individual controls will be provided in units for heating, cooling and lighting. Consideration of district heating, domestic hot water supply and cooling is being considered and the building is being designed to accommodate it. Should district energy not be selected, the use of condensing boilers will be installed. Energy recovery ventilators are provided in every unit. Variable speed pumps for heating and cooling will be incorporated with integrated building controls.
Design Features – Electrical	Energy efficient lighting will be utilized throughout the building, high efficiency florescent lighting will be utilized in most common area's (parking garage, corridors and stairs) which require 100% illumination at all time. Natural light is accommodated in all units and common areas to reduce the need for electrical consumption. Energy efficient appliance will be the standard inclusion for all suites.
Electrical Metering and Controls	Utilities will be separately metered for individual units making residents aware of energy consumption. The building manager will be responsible for common areas and to monitor and reduce energy consumption. Commercial area to be separately



	metered for electrical and natural gas.	
Materials and Resources		
Regional Materials	The vast majority of materials are available locally (800kr radius as defined in LEED standard), limiting environmen impact of source supply transportation.	
Low Emitting Materials	Low VOC materials will be used where possible, including, membranes, soy based polyurethane insulation, paints, carpets etc.	
Collection of Recyclables	Collection of recyclables will be in accordance with City by- laws. The use of a tri-sorter garbage chute will be installed.	
Building Materials	High recycled content material to be specified where possibl Renewable finishes (such as flooring) will be offered as choic to purchasers of residential units.	
Construction Waste Management	A construction waste diversion program will be in effect during the construction period. On-site concrete washing out will not be done on-site, back washing of the concrete truck will be done at the batching plant.	
Indoor Environment Quality		
System Controllability	Each unit will have access to individual controls for heating, cooling, lighting and ventilation.	
Natural Ventilation	Operatable windows are provided for every unit and individual balcony or terrace space.	
Low VOC emitting Materials	Low VOC materials will be utilized where possible.	
Natural Light	The building provides natural light to all regularly utilized spaces, other than the below grade parking garage.	
Innovation and Design Process		
Sustainable Consultants	The building and units will be designed and developed with input from accredited sustainable consultants (i.e. LEED,	

Energy Auditors, etc.). Building will be constructed to the SB10 of the Ontario Building Code, energy modeling will be completed and applied to the building design to exceed the requirements of SB10 and base building requirements of the National Research Council by a minimum of 25 percent.



Attachment 14 Circulation Comments

RESPONDENT	NO OBJECTION OR COMMENT	CONDITIONAL SUPPORT	ISSUES/CONCERNS
Planning	- ×	✓	Subject to conditions in Attachment 2
Engineering		✓	Subject to conditions in Attachment 2 - see attached correspondence
Park Planning & Development		√	Subject to cash-in-lieu of parkland being required – see attached correspondence
Zoning	- ·		
Heritage Planning		✓	Subject to conditions in Attachment 2 - requirement for archaeological assessment
Environmental Advisory Committee (EAC)		√	
River Systems Advisory Committee (RSAC)		√	
Guelph Fire / Emergency Services	V		
Guelph Police	√ √		
Guelph Hydro		√	
Grand River Conservation Authority	√		
Guelph and Wellington Development Association			Support application – see attached correspondence
Union Gas	✓ 1	d	
Upper Grand District School Board		~	Education Development charges required
CN Rail		√	Subject to conditions in Attachment 2
Lorraine Pagnan	# · · ·		Concerns with increased traffic expressed
Surrey Street / Neeve Street Residents			Traffic concerns expressed with respect to proposed extension of Surrey Street to Wellington Street



MEMO



FILE: 16.131.001

TO:

Chris DeVriendt, Senior Development Planner

FROM:

Development Engineering

DEPARTMENT:

Engineering Services

DATE:

9th January 2014

SUBJECT:

150 Wellington Street E – Zoning By-law Amendment – (ZC1308)

The purpose of this application is to amend the City's Zoning By-law that would redesignate the ZBL from the existing CBD.2-1 (Specialized Central Business District) Zone to the CBD.2-? (Specialized Central Business District) Zone as described in the City of Guelph Zoning Bylaw. The subject land has an area of approximately 0.55 ha and is located on the southwest corner of Macdonell Street and Wellington Street adjacent to the CNR railway line. The proposal includes developing an 18 storey building with 165 condominium residential units and a commercial area on the ground floor.

1 (a) Road Infrastructure

Wellington Street has recently been reconstructed (between MacDonell Street [CNR railway] and Neeve Street -City Contract 2-1315) and will include a 4 lane arterial road with a centre turning lane, grassed boulevards and sidewalk and curb and gutter on both sides of the street. Wellington Street has an ultimate right-of-way of 30.0m and no further road widenings are required from the property. Heritage Park is on the east side of Wellington Street extending between the streetline and Speed River.

Surrey Street, NE of Neeve Street is 2 lane local road with sidewalk on both sides and includes a 24.4m diameter cul-de-sac at the terminus of Surrey Street. Surrey Street has an ultimate right-of-way of 15.24m.

It is to be noted that further right-of-way modifications will be required along Wellington Street to accommodate the proposed condominium development. These modifications may include but not limited to a new road connection between Wellington Street and Surrey Street, reconfigured lanes, raised centre median, "pork-chop" island, possible pedestrian crossing(s) and on-street parking as noted under Section 1 (b).

Engineering will also require a complete road reconstruction design including an engineering plan and profile drawing describing the new Surrey Street connection into the Wellington Street right-of-way in addition to a MOE Environmental Compliance Approval (ECA) for the new storm sewers. The MOE ECA can be an amendment to the existing ECA No. 3887-9ATHFZ for Wellington Street construction City Contract 2-1315 fronting the subject site.



A by-law will have to be prepared and passed by City Council to dedicate the portion of lands (Part 9, 61R-7114) connecting the Surrey Street extension to Wellington Street as "open road allowance."

1 (b) Traffic Study: Access and Parking

The concept plan shows one access driveway from Surrey Street to serve with above and below grade parking structures within the subject site.

We have reviewed the report "150 Wellington Street East, Guelph, Ontario Traffic Impact Study" that was prepared by Stantec Consulting Ltd in October 2013. Based on the review of this TIS, we offer the following transportation comments.

The development is proposed to be a residential condominium high rise consisting of 165 units and a 6,581 SF ground floor retail component. The retail component is intended to primarily serve the future residents of the building and walk-in customers. The vehicular access to the site is provided on Surrey Street which links to Neeve Street, and a new connection which is the extension of Surrey Street from the cul-de-sac to Wellington Street. The former access point allows all movements and the latter one on Wellington Street restricts to right-in and right out only.

A total of 61 and 73 vehicular trips are expected to be generated during the AM and PM peak hours respectively. Future total traffic operation is analyzed by taking into account of a 1.5% general growth rate and trips generated from adjacent development sites including 148-152 Macdonell Street and 5 Arthur Street. Under existing and future traffic conditions, the intersections in the study area are expected to operate with acceptable level of serves. Some roadway modifications are assumed to be in place along Surrey Street and Wellington Street by the future horizon year 2019. These modifications are listed below.

- 1. The extension of Surrey Street to connect Wellington Street to form a new Surrey/Wellington intersection;
- 2. A "pork-chop" island at the new Surrey/Wellington intersection allowing right-in and right out only;
- 3. On-street parking on Wellington Street along the site frontage;
- 4. Reducing southbound travel lane from 2 lanes to 1 lane; and
- 5. A raised median at the existing painted center median area on Wellington Street.

The implications of these modifications are summarized below.

- 1. The new Surrey Street connection to Wellington Street provides a direct and convenient access to Wellington Street. Wellington Street is a major arterial road. Without this connection, all site trips have to travel on the local roads i.e. Surrey Street and Neeve Street.
- 2. The intension of on-street parking on Wellington Street is to provide short-term parking for retail customers/visitors/delivery trucks.
- 3. Under the current 50 km/h speed limit, the available sight distance for vehicles approaching the Wellington/Surrey intersection meets the minimum stopping sight distance criteria under a "pork-chop" traffic island concept. However the available sight distance is insufficient for



vehicles coming from the rail underpass to detect the most northerly parked vehicle. Due to the horizontal curvature, the available stopping sight distance is even shorter for other parked vehicles if all parking stalls are occupied. The location and number of parking spaces should be re-examined based on available sight distances.

- 4. In conjunction of the on-street parking arrangement, Wellington Street southbound along the site frontage is reduced to one travel lane. The single lane can still accommodate future traffic flows with little delays. Moreover the single lane offers an opportunity to improve the southwest corner at Macdonell/Wellington/Woolwich intersection with a safer sidewalk and a better turning radius for buses and large trucks. To reflect the change on the south approach of this intersection, the existing through/right shared lane on the north approach has to be changed to an exclusive right turn lane only.
- 5. The raised center median on Wellington Street provides a physical barrier preventing left turning movements in and out of the development.
- 6. Details surrounding the location and treatment for a potential pedestrian crossing on Wellington Street are to be determined during the site plan application process.
- 7. Traffic calming measures on existing Surrey Street will be implemented prior to the build-out and full occupancy of the building. The costs associated with constructing of traffic calming reassures are the responsibility of the developer.

In summary, the proposed development can be adequately accommodated by the existing road network with modifications to Wellington Street and Surrey Street as indicated.

2. Municipal Services

Existing services on Wellington Street (both sanitary & water traverses the subject property [on closed portion of Surrey Street right-of-way] – services are to be relocated and replaced under City Contract 2-1315 within City right-of-way):

- 300mm diameter sanitary sewer approximately 3.2m in depth;
- 300mm diameter storm sewer approximately 2.3m in depth;
- 100mm diameter watermain.

New services presently being constructed under the Wellington Street Reconstruction City Contract 2-1315:

- 450mm diameter sanitary sewer approximately 2.3m in depth;
- 375mm diameter storm sewer approximately 2.0m in depth;
- 300mm diameter watermain approximately 2.06m in depth.

Existing services on Surrey Street:

- 300mm diameter sanitary sewer approximately 1.35m in depth;
- 250mm diameter storm sewer (MH5 MH6 draining to Wellington St) approximately 0.75m in depth;
- 100mm diameter watermain.



3. Roadwork's and Services Relocation

As described above, Wellington Street servicing has recently been reconstructed (between MacDonell Street [CNR railway] and Neeve Street -City Contract 2-1315) to suit the proposed development. Existing servicing traversing the Tricar property (closed portion of Surrey Street right-of-way) has been disconnected and will be removed under site construction by the Developer. The new sanitary sewer, storm sewer and watermain services are being relocated and constructed on Wellington Street.

The proposed development has been pre-serviced under City Contract 2-1315 including a 200mm diameter sanitary sewer, 300mm diameter storm sewer and a 200mm diameter watermain stubbed up to the Wellington Street property line.

4. Infrastructure Capacities:

Design and Construction/ Infrastructure Planning staff have confirmed that adequate sanitary and water capacities are available to service the proposed 165 condominium Unit development. The City will be able to provide adequate pressures and fire flows for the property (on the public side) however, the Developer will be responsible for providing any additional water distribution requirements specific to the development on the private side.

5. Storm Water Management

Under pre-development conditions, drainage from external drainage areas and the subject site flow from the west to an easterly direction towards the Wellington Street right-of-way which eventually outlets into the Speed River via storm sewers. The previous land use included an auto repair garage and the site was mostly impervious surface consisting of rooftop, asphalt and gravel areas.

Flow patterns under post development conditions will be similar to pre-development with the exception of a small drainage area (west side) which will be diverted into an internal storm sewer combining with rooftop runoff which will be conveyed the Wellington Street storm sewer. The proposed stormwater strategy for the development will incorporate green rooftop areas which will reduce the post impervious area substantially from 65 % imperviousness to 27% respectively. It is anticipated that the aforementioned low impact measures will substantially reduce peak flow which will intercept and attenuate storm runoff thus not warranting on-site stormwater management quantity control. Comparing pre to post development conditions, since the proposed building coverage is predominately rooftop/green roofs, water quality will not be an issue as this is considered clean storm runoff verses dirty untreated runoff from the existing land use.

6. Environmental

City staff reviewed the following two reports, prepared by XCG Consultants Ltd. (XCG) for The Tricar Group (Tricar), to identify the areas of potential environmental concern (APEC) resulting from historical and current potentially contaminating activity (PCA) located within the Phase I Property (the Site) and Phase I Study area (area situated within 250 m of the Phase I Property boundary) and recommend environmental issues (including liabilities) that would have the potential for causing environmental impact(s) to the Site.

 "Phase One Environmental Site Assessment, 150 Wellington Street East, Guelph, Ontario" dated August 15, 2013; and



 "Phase Two Environmental Site Assessment, 150 Wellington Street East, Guelph, Ontario" dated August 26, 2013.

Both Phase One and Phase Two ESAs were conducted in accordance with the EPA O. Reg. 153/04- RSC- Part XV.1 of the Act, as amended.

City staff comments and recommendations, based on the review of the aforementioned reports, are as follows:

COMMENTS / RECOMMENDATION:

Considering the absence of soil impacts at the APECs identified at the Site (remedial excavation and removal of impacted soil), it is unlikely that the Site could pose an environmental threat to the proposed development, including any lands to be transferred to the City.

The City requires a qualified person (QP) to submit a Reliance letter to indicate that despite any limitations or qualifications included in the reports, the City is authorized to rely on all information and opinion provided in the reports submitted for the proposed development in agreement with a condition of development approval.

6. Recommended conditions of Approval

We recommend the following conditions for approval of this proposed Zoning By-law Amendment:

- 1. The Developer shall submit to the City, in accordance with Section 41 of The Planning Act, a fully detailed site plan, indicating the location of the building, landscaping, parking, circulation, access, lighting, grading and drainage on the said lands to the satisfaction of the General Manager of Planning Services and the General Manager/City Engineer, prior to Site Plan approval, and furthermore the Developer agrees to develop the said lands in accordance with the approved plan.
- 2. Prior to site plan approval, the Developer shall have a Professional Engineer design a grading plan and stormwater management system, satisfactory to the General Manager/City Engineer.
- 3. Prior to site plan approval, the Developer shall provide to the City, to the satisfaction of the General Manager/City Engineer, any of the following studies, plans and reports that may be requested by the General Manager/City Engineer:-
 - a traffic impact and operations report covering all aspects of access and egress to the site and the effect of the development on the surrounding roads was submitted and reviewed which was acceptable;
 - ii) a servicing and stormwater management report certified by a Professional Engineer in accordance with the City's Guidelines and the latest edition of the Ministry of the Environment's "Stormwater Management Practices Planning and Design Manual" which addresses the quantity and quality of stormwater discharge from the site together with a monitoring and maintenance program for the stormwater management facility was



submitted and approved; however, it required amendments to reflect the updates required;

- 4. The Developer shall, to the satisfaction of the General Manager/City Engineer, address and be responsible for adhering to all the recommended measures contained in the plans, studies and reports outlined in subsections 3 i) and 3 ii) inclusive.
- 5. The Developer has submitted all environmental site assessment, risk assessment, remediation and monitoring reports prepared in accordance with the Records of Site Condition regulation (O. Reg. 153/04 as amended) describing the current conditions of the property known municipally as 150 Wellington Street to the satisfaction of the City.
- 6. Prior to site plan approval, the Developer shall complete the following:
 - a) File a Record of Site Condition (RSC) on the Ministry of the Environment (MOE) Environmental Site Registry for the property including certification by a Qualified Person as defined by O.Reg. 153/04 that the environmental condition of the property meets the appropriate MOE Site Condition Standards for the intended land use; and,
 - b) Submit the MOE acknowledgment letter for the RSC to the satisfaction of the City;
 - c) Reliance letter prepared by a qualified person (QP).
- 7. The Developer grades, develops and maintains the site including the storm water management facilities designed by a Professional Engineer, in accordance with a Site Plan that has been submitted to and approved by the General Manager/City Engineer. Furthermore, the Developer shall have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system, and that the storm water management system was approved by the City and that it is functioning properly.
- 8. Prior to site plan approval and prior to any construction or grading on the lands, the Developer shall construct, install and maintain erosion and sediment control facilities, satisfactory to the General Manager/City Engineer, in accordance with a plan that has been submitted to and approved by the General Manager/City Engineer.
- 9. The Developer shall pay to the City the actual cost of all works associated with the reconstruction of interconnecting Surrey Street E to Wellington Street including any traffic calming on Surrey Street and furthermore, prior to site plan approval, the Developer shall pay to the City the estimated cost of all works associated with the reconstruction of interconnecting Surrey St E to Wellington Street including any traffic calming on Surrey Street as determined by the General Manager/City Engineer.



- 10. The Developer's engineer shall provide a complete road reconstruction design including an engineering plan and profile drawing describing the new Surrey Street connection into the Wellington Street right-of-way in addition to a MOE Environmental Compliance Approval (ECA) for the new storm sewers prior to site plan approval to the satisfaction of the General Manager/ City Engineer. The Developer shall be responsible for the entire cost of the aforementioned Surrey Street design and MOE ECA application process.
- 11. The Developer shall pay to the City the actual cost of all works associated with the modifications on Wellington Street to suit the proposed development and furthermore, prior to site plan approval, the Developer shall pay to the City the estimated cost of all works associated with modifications on the Wellington Street to suit the proposed development, as determined by the General Manager/City Engineer.
- 12. The Developer shall pay to the City the actual cost of removing any existing service laterals that are not being used for the condominium development and furthermore, prior to site plan approval, the Developer shall pay to the City the estimated cost of removing the existing service laterals, as determined by the General Manager/City Engineer.
- 13. The Developer shall be entirely responsible for a "Transfer, Release and Abandonment of the Easement" for sanitary sewer, storm sewer, water and hydro (Part 3, 61R-1309 Instrument No. RO664462) traversing the subject property prior to site plan approval.
- 14. The Developer shall pay to the City the actual cost of the construction of the new driveway accesses, curb cut including boulevard restoration, i.e. topsoil/sod within right-of-way allowance prior to site plan approval. Furthermore, prior to site plan approval, the Developer shall pay to the City the estimated cost of constructing the new driveway accesses, curb cut, including boulevard restoration, i.e. topsoil/sod within the right-of-way allowance as determined by the General Manager/City Engineer.
- 15. Prior to site plan approval, the Developer shall enter into an Encroachment Agreement with the City, satisfactory to the General Manager/City Engineer and the City Solicitor, for the necessary encroachments upon the road allowances on Wellington Street and Surrey Street (such as planters, retaining walls and interlocking pavers) within the same. The Developer shall replace and restore at his own cost all surface features including curb and gutter, sidewalks and boulevards and any underground services within the road allowance that may have been removed or damaged during site development.



- 16. Prior to site plan approval, the Developer shall enter into a Maintenance Agreement with the City, satisfactory to the General Manager/City Engineer and the City Solicitor, for the necessary maintenance requirements for any approved improvements (such as planters, retaining walls and interlocking pavers) within the same.
- 17. That the Developer makes satisfactory arrangements with Union Gas for the servicing of the lands, as well as provisions for any easements and/or rights-of-way for their plants, prior to the development of the lands.
- 18. That all electrical services to the lands are underground and the Developer shall make satisfactory arrangements with Guelph Hydro Electric Systems Inc. for the servicing of the lands, as well as provisions for any easements and/or rights-of-way for their plants, prior to the development of the lands.
- 19. The Developer shall ensure that all telephone service and cable TV service in the Lands shall be underground. The Developer shall enter into a servicing agreement with the appropriate service providers for the installation of underground utility services for the Lands.
- 20. Prior to the issuance of a building permit, any monitoring wells and boreholes drilled for hydrogeological or geotechnical investigations shall be properly abandoned in accordance with current Ministry of the Environment Regulations and Guidelines. The Developer shall submit a Well Record to the satisfaction of the General Manager/City Engineer.
- 21. That prior to site plan approval, the Developer shall enter into an agreement with the City, registered on title, satisfactory to the City Solicitor and the General Manager/City Engineer, covering the conditions noted above.

Mary Angelo, P. Eng.
Development Engineering Supervisor

Kime Toole, C.E.T. Engineering Technologist III



INTERNAL MEMO



DATE

November 22, 2013

TO

Chris DeVriendt

FROM

Jyoti Pathak

DIVISION

Parks Planning and Development

DEPARTMENT

Community & Social Services - Parks & Recreation

SUBJECT

150 Wellington Street East - Proposed Zoning Bylaw Amendment

(ZC1308)

Parks Planning and Development has reviewed the complete application and Public Meeting Notice for proposed Zoning Bylaw Amendment (dated July 25, 2013) and offer the following comments:

Zoning By-Law Amendment:

Park Planning has no objection to the Proposed Zoning Amendment to rezone the subject lands from CBD 2.1 (Specialized Central Business District) Zone to a new CBD 2.? (Specialized Central Business District) Zone to permit an 18 storey mixed use building consisting of 165 residential units and approximately 611 square metres of ground floor commercial area.

Parkland Dedication:

A cash payment in-lieu of conveyance of parkland is required for the proposed Specialized Central Business District development on the subject property in accordance with the City of Guelph By-law (1989)-13410, as amended by By-law (1990)-13545 and By-law (2007) 18225 or any successor thereof, prior to the issuance of any building permits. (Sections 209-4 (iv) and 209-3(c) (i))

Please contact me if you have any questions.

Sincerely,

Jyoti Pathak OALA RPP

Park Planner

Parks & Recreation
Community & Social Services

Location: City Hall

T 519-822-1260 x 2431 F 519-822-1751

E Jyoti.pathak@guelph.ca

File #T: Parks Planning\PLANNING\East District\Zoning By-Law and Official Plan Amendments



GMDA



August 20, 2013

Mr. Chris DeVriendt Senior Development Planner Planning, Building, Engineering and Environment City of Guelph 1 Carden Street GUELPH, Ontario N1H 3A1

Dear Mr. DeVriendt:

Re: 150 WELLINGTON STREET EAST - Proposed Zoning By-law Amendment (File # ZC1308)

The Guelph and Wellington Development Association is in receipt of the Notice of Complete Application and Public Meeting dated July 25th, 2013 for the above-noted proposal.

This zone change will allow for the construction of an 18 storey apartment building at the corner of Macdonell Street and Wellington Street. The project will include commercial on the ground floor and approximately 165 residential units.

We view this proposal as an appropriate form of residential intensification in the downtown core of the City. It also meets the objectives of the City to utilize vacant and underutilized properties, thereby making efficient use of existing infrastructure.

This project can assist in creating a more vital core by increasing the number of people living in the core who can support local businesses, transit and cultural facilities.

The Guelph and Wellington Development Association supports this application and we encourage staff to expedite the processing of this file.

Yours truly

Alfred Artinger President

GUELPH AND WELLINGTON DEVELOPMENT ASSOCIATION • BOX 964 • GUELPH, ONTARIO N1H 6N1 TEL: 519-822-8511 FAX: 519-837-3922



Attachment 15 Public Notification Summary

June 28, 2013	Zoning By-law Amendment Application received by the City of Guelph
July 22, 2013	Applications deemed to be complete
July 25, 2013	Notice of Complete Application and Public Meeting Notice mailed to prescribed agencies and surrounding property owners within 120 metres of the subject site
August 15, 2013	Notice of Public Meeting advertised in the Guelph Tribune for the Statutory Public Meeting
September 9, 2013	Statutory Public Meeting
January 22, 2014	Notice of Decision Meeting mailed to persons providing comments or attendees at the public meeting who signed in and requested further notice
February 10, 2014	City Council Meeting to consider staff recommendation