

COUNCIL REPORT



TO Guelph City Council

SERVICE AREA Planning, Building, Engineering and Environment
DATE June 5, 2012

SUBJECT Official Plan Amendment No. 48 - Phase 3 of the
Official Plan Update

REPORT NUMBER 12-59

SUMMARY

Purpose of Report:

To provide the final draft of Official Plan Amendment 48 which completes the update to the Official Plan. To provide a summary and response to comments received since the January 30, 2012 release of the draft Official Plan including comments from the April 2, 2012 Public Meeting. To describe revisions to the Official Plan policies in response to public comments.

Council Action:

To consider adoption of Official Plan Amendment No. 48; Phase 3 of the Five Year Official Plan Review.

RECOMMENDATION

"THAT Report #12-59 regarding Official Plan Amendment No. 48 – Phase 3 of the Official Plan Update from Planning, Building, Engineering and Environment dated June 5, 2012 be received,

AND THAT Official Plan Amendment No. 48, initiated by the City of Guelph including schedules and associated definitions be adopted in accordance with Attachment 1 – Official Plan Amendment 48;

AND THAT Council declare to the Minister of Municipal Affairs and Housing that Official Plan Amendment No. 48 meets the requirements of Section 26 of the Planning Act in that it conforms with the Growth Plan for the Greater Golden Horseshoe, has regard to matters of Provincial interest and is consistent with the 2005 Provincial Policy Statement."

BACKGROUND

"Official Plan Amendment 48" is the third and final phase of the Five Year Review of the City's Official Plan.

Purpose and effect of the Official Plan Amendment:

OPA 48 finalizes the Five Year Update of the Official Plan. OPA 48 is being undertaken in accordance with Section 26 of the Planning Act and is intended to ensure that the Official Plan is in conformity with provincial legislation and plans and is consistent with the 2005 Provincial Policy Statement (PPS). OPA 48 also incorporates recommendations from City plans and studies.

Subject Lands

OPA 48 applies to all land within the municipal boundaries of the City of Guelph.

Overview of Amendment

OPA 48 amends, updates or provides new policies with respect to:

- strategic directions and vision to guide growth to the year 2031;
- achievement of the City's growth management framework;
- Watershed Planning and Water Resources;
- Public Health and Safety including natural and human-made hazards;
- Mineral Aggregate Resources;
- Climate change and the City's Community Energy Plan;
- Cultural Heritage Resources;
- Transportation providing greater focus on transit, walking and cycling;
- Municipal services and infrastructure;
- Affordable Housing;
- Parks and Trails;
- Urban Design consistent with the Urban Design Action Plan;
- Land Use designations; and
- Implementation and the use of planning tools associated with height and density bonusing, the regulation of exterior building design through site plan control and the introduction of a development permit system.

REPORT

Purpose of the report:

- To provide a final draft of OPA 48 for Council's consideration of adoption (refer to Attachment 1);
- To summarize issues and comments raised at the Public Meeting held on April 2, 2012 and through written correspondence;
- To provide a staff response to the issues and comments; and
- To present revisions to the proposed Official Plan Amendment in response to the issues and comments for Council's consideration.

Issues and Staff Response:

The following provides a summary of the main issues and comments that were raised at the Public Meeting or through written correspondence.

1) Population Projections and Urban Boundary to 2031

Summary of Concerns: Comments were submitted expressing concerns that the City does not have sufficient land available within its boundary to support the projected population and employment to the year 2031. Of particular concern was a perceived shortfall of available land to provide the dwelling units necessary to support the projected population.

Staff Response: Official Plan Amendment No. 39 was the City's Growth Plan conformity amendment. A considerable amount of study was conducted as background to OPA 39 through the Local Growth Management Strategy (LGMS). Council's approval of the Local Growth Management Strategy established the population and employment projections for 2031 and confirmed that there is sufficient land within the City's boundary to accommodate the projected population and employment figures. The LGMS concluded that the greenfield areas of the City would need to be developed at higher densities, with a greater percentage of multiple unit housing and in a more compact form than in the past to meet the minimum density targets of Places to Grow. The Council adoption and subsequent Provincial approval of OPA 39 set in place the City's growth management strategy and confirmed the City's urban boundary and projected population and employment.

2) South Guelph (Clair-Maltby) Secondary Plan

Summary of Concern: Comments have been submitted requesting that the City give priority to the initiation of the Secondary Plan for Clair-Maltby.

Staff Response:

This area has primarily been identified as requiring a secondary plan to:

- Establish land use designations that contribute towards the goal of compact urban form to meet the density target for the greenfield area and to address the population and employment projections; and to
- Undertake the necessary related studies to support future urban growth in the area, including a comprehensive servicing strategy for the area.

While the need for a secondary plan does not seem to be the main issue, the timing of the initiation of the Secondary Plan and the priority afforded to the study has been cited as a major concern by a number of developers and consultants. At present, the provision of funding for the Clair-Maltby Secondary Plan is included in the 10 Year Capital Budget Forecast for the years 2014 - 2016. The timing for the funding in the budget is determined as part of the prioritization exercise of the Capital Budget process. Council could change the timing of the funding for the secondary plan through the budget process. Preparatory work to support initiation of the secondary plan process (i.e., development of the terms of reference) could commence prior to 2014 subject to staff resources and Council work plan priorities.

Through the Local Growth Management Study it was determined that the lands south of Clair would be needed to meet projected population and employment growth in the latter stages of the planning period (i.e., 2020 and beyond). This takes into consideration the availability of units in draft approved and registered

plans of subdivision and lands that are suitably zoned for residential use in other areas of the City that are anticipated to be developed in the short to medium term.

A portion of the secondary plan area is designated as Reserve Lands. This designation indicates that these lands are considered to be part of the long term urban land supply. Background work to the Local Growth Management Strategy concluded that there is sufficient land within the City's corporate boundary to 2031 and that development in a compact and higher density form could result in lands being available to support population and employment growth beyond 2031. The completion of a secondary plan will provide further information about the potential of the Reserve Lands to support population and employment growth and will consider timing for future development of these lands. It is important to note that the Reserve Lands designation applies to lands at the City's eastern and southern boundaries and that development in these areas would not occur until servicing becomes available. Servicing would only be extended into these areas in a logical and economical manner which contributes to the anticipated timing of development in the long-term.

3) Greenfield Density Target and Employment Lands

Summary of Concerns: Comments were received expressing concern that the greenfield area density targets for the Industrial and Corporate Business Park designations are unattainable and that warehouse uses should be directed to locate within the greenfield area.

Staff Response: The City is required by the Growth Plan to plan to meet the minimum greenfield area density target. The Growth Plan includes the following policies:

- 2.2.7.2 The designated greenfield area of each upper- or single-tier municipality will be planned to achieve a minimum density target that is not less than 50 residents and jobs combined per hectare.
- 2.2.7.6 Municipalities will develop and implement official plan policies, including phasing policies, and other strategies, for designated greenfield areas to achieve the intensification target and density targets of this Plan.

To fulfill policy 2.2.7.6 of the Growth Plan the City completed the Local Growth Management Strategy and the Employment Lands Strategy.

Through the Local Growth Management Strategy it was determined that the greenfield areas of the City would need to develop at a greater density than in the past in order to achieve the target of 50 persons and jobs per hectare. As part of this, the permitted density ranges for residential designations were revised and minimum densities were established. Residential lands are expected to compensate for other land use designations by developing at densities higher than 50 persons and jobs per hectare.

The City completed the Employment Lands Strategy (Phase 1 and 2) in part to create a long-term vision and plan for future employment lands in keeping with Places to Grow. Phase 2 of the strategy provided an analysis of current and expected employment densities and provided recommendations for future employment land development.

The Employment Lands Strategy Phase 2 recommended an average density for future development of employment lands of 46 jobs per hectare. This recommended average density represents a long-term target based on the City's policy objectives and was informed by recent and anticipated market trends. The Strategy further stated that future density levels achieved on employment lands could be lower than the recommended target. It was recommended that the City continue to monitor density trends.

The density target was broken down based on land use designation. For Industrial Lands the recommended target is 36 jobs per hectare. For Corporate Business Park lands the Strategy recommended a target of 75 jobs per hectare; this has been reduced in the Official Plan to 70 jobs per hectare. The strategy recognizes that there will be challenges to meeting these density targets particularly in relation to the continued development of warehousing/transportation land uses combined with manufacturing uses that use increased automation.

The density targets are intended to be achieved over the long-term to 2031. The Industrial and Corporate Business Park designations contain a range and mix of employment uses that taken together contribute towards planning to achieve the density target. The range of uses is supported by the City's economic development strategies as articulated through the Prosperity 2020 report which recommends diversifying the City's economic base and focusing on agri-food and innovation, advanced manufacturing and environmental technologies. Warehousing uses have not been restricted and continue to be a permitted use in appropriate land use designations throughout the City. Staff continue to be supportive of monitoring our employment lands in terms of the job densities created on average across the greenfield area and of maintaining a range and mix of employment uses.

Revisions have been made to the Official Plan policies to provide clarity to the greenfield area density targets. The policies have been moved from the individual land use designations and inserted into Section 3.14 Employment Lands in a modified form. The policies indicate that employment lands are planned to contribute toward the greenfield area target and that the City will monitor employment lands in terms of average densities within those designations. Concern seems to stem from the policies being located under the land use permissions for height and density; the recommended relocation of these policies to Chapter 3 is intended to clarify that the densities are not meant to be applied to individual development applications but are to be measured as an average for the greenfield area. Staff continue to support the inclusion of a policy encouraging low-density employment uses to locate within the built-up area in terms of both supporting the redevelopment of under-utilized sites and in terms of preserving greenfield area lands for uses that contribute towards the City's objectives of compact development at higher densities. Again, these uses continue to be permitted in appropriate land

use designations in the greenfield area, consistent with the City's existing Official Plan.

4) Community Mixed-use Node and Community Mixed-use Centre policies

Summary of Concern: Question from Council related to Community Mixed-use nodes not achieving the policy vision.

Staff Response: Staff stress that the vision is intended to be achieved over the long-term. The land use designations on Schedule 2 of the Official Plan provide the range and mix of permitted uses that would achieve the vision of pedestrian-oriented and transit-supportive development with amenities and commercial uses in proximity to residential neighbourhoods. Medium and high density residential uses are designated within walking distance of the designated commercial centres. Market and economic conditions will ultimately determine the timing for the full build-out of the permitted uses. The commercial designations including the permissions for retail floor area were planned based on a twenty year time horizon. Thus, the actual need for the commercial space may be towards the end of the planning period depending on the site's geographic location and the demographic characteristics of the Nodes.

Policies are included in Section 3.11 Community Mixed-use Nodes of the Official Plan requiring urban design concept plans to be developed for major development proposals within the Community Mixed-use Nodes. These concept plans will provide guidance to the short-term development of sites within the Node and will consider and plan for the long-term evolution of the Nodes in support of the vision for higher density mixed-use areas.

5) Infill and Intensification Policies

Summary of Concern: Council requested information about how the nature and feel of neighbourhoods is protected through the policies in the Official Plan.

Staff Response: Infill and intensification are expected to occur in appropriate locations throughout the City including low density residential neighbourhoods. Places to Grow requires the City to meet an intensification target of 40% of all new residential development by the year 2015 and each year thereafter. In respect of this requirement, the Official Plan contains policies that encourage infill and intensification that is compatible with its immediate vicinity. The Urban Design Chapter includes policies for low rise residential built-form and the Land Use Chapter includes development criteria for multi-unit and intensification proposals. The low density residential designation for the built-up area of the City includes a maximum density of 35 units per hectare which allows for a mix of housing in low-rise and low density forms such as detached, semi-detached and townhouse units. The Official Plan also identifies intensification corridors (approved through OPA 39) which are intended to be the focus for higher density mixed-use developments. Policies for intensification corridors state that development within the identified corridors will be directed and oriented toward arterial and collector roads in order to minimize compatibility concerns in adjacent, internal neighbourhoods.

Infill and intensification proposals including lot severances are encouraged throughout the built-up area of the City to support the efficient use of existing services and the land base and to contribute toward the achievement of the intensification target. The combination of the above noted policies, in conjunction with zoning regulations such as lot frontage, area and setbacks, supports compatible infill and intensification within our existing neighbourhoods and encourages the provision of a mix and range of housing in all areas of the City.

6) Urban Design

Summary of Concern: A number of comments were received related to the parking and minimum height policies in the non-residential land use designations. Concern was expressed that the parking policies were prescriptive and would be cost-prohibitive. Concern was expressed that the minimum height of 2 storeys in certain locations was not economically feasible. Additional comments were concerned with how the urban design policies would be applied to site-specific developments.

Staff Response: The policies related to parking and minimum heights for non-residential land use designations have been reviewed and revised. The policies have been deleted from the non-residential land use designations and inserted into the Urban Design Chapter as “encourage” policies. In terms of parking, staff continue to be supportive of alternatives to surface parking. The parking policies continue to use the term “encourage” and should not be interpreted to mean that underground or structured parking is required. The policies that required a minimum height of 2 storeys have been removed from the non-residential land use designations in Chapter 9 and inserted into Section 8.6 Built-form. These policies have been modified to state that a minimum height of 2 storeys is encouraged to provide definition to streets and open spaces. Future intensification and redevelopment is also supported through such strategies as designing buildings to support future expansions.

The urban design policies in the Official Plan are intended to provide the City’s vision for future development of the full range of land uses at various locations and each policy will not necessarily apply in all circumstances. As such, the implementation of the policies will vary depending on the context, geographic location and form of development proposed. Site-specific urban design matters will be addressed at the time of an application.

7) Affordable Housing

Summary of Concerns: Concerns related to the affordable housing targets included:

1. Application of target to new housing units only;
2. Definition of affordable housing;
3. Inclusion of target for social housing; and
4. Inclusion of a target for rental housing.

Staff Response: The City prepared an Affordable Housing Discussion Paper in 2009 which addressed the definition of affordable housing, the method for determining the target and recommendations for implementation.

The Discussion Paper stated that the affordable housing targets would apply to new construction only. In order to comply with the PPS (Section 1.4.3), the City is required to “establish and implement affordable housing targets for an appropriate range of housing types which are affordable to low and moderate income households”. Although the resale market may contribute to the overall affordability, municipal planning policy exerts little direct influence on the resale market. Therefore, the affordable housing target applies only to new construction. The target applies to an annual percentage of all new residential units constructed and is not intended to be applied as 30% of units within each individual development proposal. Implementation strategies related to the target are to be determined through an upcoming Affordable Housing Strategy.

The Ministry of Infrastructure indicated that the definition for affordable housing should be revised to be in accordance with the Growth Plan’s definition. The definition of affordable in the Growth Plan is:

Affordable:

- a) In the case of ownership housing, the least expensive of:
 1. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or
 2. Housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area.
- b) In the case of rental housing, the least expensive of:
 1. A unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or
 2. A unit for which the rent is at or below the market average rent of a unit in the regional market area.

Through the Affordable Housing Discussion Paper, the City established a method for determining what affordable means in the Guelph context. It was determined that for the City of Guelph, the least expensive of the two options in the definition is the average purchase price of a resale unit and the average market rent of a unit. Therefore, the definition used in the Official Plan includes only the portion of the Growth Plan definition that applies to the Guelph context. For example, the method determined that based on 2008 data, 10% below the average resale price (\$237,088) is lower than the purchasing price of households at the 60th percentile without exceeding 30% of the gross annual household income (\$255,200), therefore, housing priced at \$237,088 or below would be considered affordable for the City of Guelph. Since the method outlined in the Affordable Housing Discussion Paper for determining what affordable means is the basis for the affordable housing policies in the Official Plan, staff continue to support the definition as drafted in the Official Plan update.

The Ministry of Municipal Affairs and Housing commented on the inclusion of a separate target for social housing and questioned how the City would encourage the

meeting of this target given that the County of Wellington is responsible for the provision of social housing. In response to this comment, the policy has been revised to indicate that the City is supportive of the achievement of the County's target with respect to the provision of social housing.

Comments were received questioning why the affordable housing target includes a breakdown by owner and rental housing. The Growth Plan and the PPS requires that official plans establish and implement a minimum target that is affordable to low and moderate income households for the full range of housing. Therefore, a target has been established for both ownership and rental units. While the City cannot regulate tenure, the policy will be used to promote and encourage the development of rental units.

8) Drive-throughs: Use permissions and accessibility

Summary of Concern: Council asked for information about the permissions for drive-throughs and commentary on the accessibility of drive-throughs.

Staff Response: The issue of policies prohibiting drive-throughs was addressed through Planning, Building, Engineering and Environment Report 12-11. In response to comments submitted on the 2010 draft of the Official Plan Update, Staff decided to remove the policies related to prohibiting drive-throughs. Urban design policies were introduced to provide direction as to design and site matters for drive-throughs to ensure compatibility with adjacent land uses and consistency with other relevant policies and objectives (e.g., walkability). Comments on drive-throughs expressed that the prohibition was a contradiction to the nature and location of the land use designations where commercial uses are permitted (i.e. on arterial and collector roads which are expected to accommodate large volumes of traffic and on sites with large surface parking areas). The matter was raised again at the Public Meeting on April 2, 2012 with inquiries related to the rationale behind removing the prohibition of drive-throughs and to accessibility.

Staff note that the City has not prepared background documentation with respect to prohibiting drive-throughs as a use. A number of other municipalities are currently involved in or have been involved in Ontario Municipal Board hearings related to restricting or prohibiting drive-throughs. Staff are monitoring these cases and continue to propose that the issue of regulations for drive-throughs be considered through the comprehensive Zoning By-law Update. This process would allow for careful consideration of the issue and allow Council, the public and stakeholders input into the process and any proposed regulations.

In terms of accessibility, the Ontario Restaurant Hotel and Motel Association (ORHMA) provided comments in support of drive-throughs as a service option for people with mobility or physical challenges and the elderly.

9) Transportation Policies for Modal Shares

Summary of Concern: Council asked for clarification regarding the policies in Chapter 5 for modal shares specifically related to the increase in mode share for cycling to 3%.

Staff Response: Policy 5.1.1 of the OP Update states that:

The City will plan, implement and maintain a transportation system to facilitate:

- i) Increasing non-auto mode shares for average daily trips to 15% for transit, 15% for walking and 3% for cycling; and
- ii) Reducing the amount of energy used for transportation by 25% from 2007 levels by 2031.

The basis for the 3% is the "Bicycle- Friendly Guelph Project." Report 08-55 to the Community Development and Environmental Services Committee in May 2008 indicated that cycling accounted for 1% of all daily trips in Guelph. Through this report, Council authorized staff to proceed with developing a bicycle transportation plan to make Guelph a bicycle-friendly city and achieve a target cycling modal share of 3% of all daily trips in ten years. The Official Plan update includes this target as a policy. Engineering Services is currently developing the Bicycle Transportation Plan which will include an implementation strategy related to achievement of this target. The City will continue to monitor its progress toward achieving the modal share targets. Should there be any changes in the proposed targets or policy basis, the policies in the Official Plan may be updated through an amendment or through the next Five-year Review.

10) High Volume Water and Wastewater Users

Summary of Concern: Comments were submitted related to the policies that discourage users that require high volumes of water use and wastewater discharge from locating in the City. The concerns related to discouraging the development of employment lands and discouraging potential businesses from locating in Guelph.

Staff Response: Staff continue to be supportive of policies that reflect the principles of conservation and sustainability in relation to the City's finite water supply and the assimilative capacity of the Speed River for handling wastewater discharge. A single industrial user with high volume water or wastewater needs could negatively impact the supply within the City and have repercussions on future growth and development potential unless water and wastewater capacity impacts can be addressed in a satisfactory manner.

Staff have agreed to provide clarity to what constitutes high volume users through the development of guidelines to assist in the evaluation of development applications. These guidelines will not be introduced as policy into the Official Plan since they are subject to change and would likely become outdated in the Official Plan prior to the next Five-Year Update. A general policy related to this has been added to the Official Plan (Section 6.1). Information about the guidelines will be communicated to Council through a future report from Engineering Services.

11) Linked Open Space and River Systems

Summary of Concern: Comments were submitted expressing concern that the policies related to a linked open space system were reduced or diminished in the Official Plan and that the River Systems Management Plan has been abandoned.

Staff Response: Official Plan Amendment No. 42 (OPA 42) – Phase 2 of the OP Update – addressed the Natural Heritage components of the Official Plan and

provided a comprehensive update to the natural heritage policies. OPA 42 positioned the Official Plan as an environment first plan with the Natural Heritage System (NHS) being considered through a systems approach rather than a feature specific approach. One feature of the NHS is the rivers which are addressed through the Significant Valleyland policies in OPA 42.

OPA 42 includes the following, which describes the purpose of the NHS:

4.1.1 Purpose

The purpose of the Natural Heritage System is to protect natural heritage features and areas for the long term, and maintain, restore and where possible, improve the bio-diversity and connectivity of natural heritage features and ecological function of the Natural Heritage System in the long term, while recognizing and maintaining linkages between and among the natural heritage features and areas and surface water and groundwater features.

The purpose clearly speaks to linkages and connectivity. The NHS includes ecological linkages, restoration areas and wildlife crossings which all contribute to creating a linked system.

While OPA 48 (Phase 3) contains policies for the Open Space System: Trails and Parks; it does not address any elements that are covered by OPA 42. The 2001 Official Plan includes policies for a Linked Open Space Concept which generally included open space and natural areas while setting the policy basis for the development of a linear open space system (i.e., trail system). These policies have been carried forward into OPA 48 with some revisions (Section 7.3.1 Trail Network).

On further review, it is acknowledged that the concept of the City's Open Space designation (i.e. parks and trails) and the Natural Heritage System acting as complementary, interconnected systems has been somewhat diminished in the way the NHS policies of OPA 42 and the Open Space System: Trails and Parks policies in OPA 48 are interacting. Therefore, in order to address concerns related to the loss of language around the "linked open space concept", revisions are proposed to the introductory paragraph to the Open Space System: Trails and Parks section of the OP (Section 7.3) to indicate that in some instances the trail and park system may complement or be interconnected with the Natural Heritage System. This is particularly evident along the river corridors where active and passive parkland exists. One objective has been revised to indicate that naturalization and environmental enhancement may occur in appropriate open space and park locations to complement and strengthen adjacent NHS lands.

The 1995 Official Plan and 1995 Zoning By-law incorporated the land use planning aspects of the River Systems Management Plan. Since that time, the Official Plan has been updated twice (2001 and the current update). While many of the policy concepts derived from the River Systems Management Plan are still evident in the Official Plan update (i.e., OPA 42 policies, Urban Design policies) in some instances the City's policies have incorporated different approaches. To be clear, where there is a conflict between the River Systems Management Plan and the Official Plan, the

Official Plan policies prevail. This is also true of provincial policies, plans and regulations.

12) Financial Tools

Summary of Concern: At the public meeting, Council asked staff to examine the feasibility of adopting financial tools such as “front-end financing” to be able to move past potential financial blockages that may be slowing down development. This concern is, in part, related to the concern about the priority setting for the Secondary Plan for Clair-Maltby and for the timing of re-construction of Gordon Street south of Clair Road.

Staff Response: The financing of growth related infrastructure projects is covered through the collection of Development Charges. The Development Charges Act states that the fees are payable at the time of a building permit or at the time of a subdivision agreement unless the Development Charges By-law states otherwise. Municipalities may enter into an agreement with a proponent to pay the charges either before or after they would otherwise be payable. Thus, the Development Charges By-law allows for “front-end financing”. Council currently has the authority to approve the use of agreements to facilitate the early collection of development charges to finance infrastructure and servicing projects.

Staff have drafted the following policy to provide enabling language within the Official Plan to support the use of alternative means to finance infrastructure projects.

The proposed policy is:

- 10.16.4 The City may consider alternative means to finance infrastructure projects such as front-end financing or private/public partnerships to ensure that development occurs in a fiscally responsible manner. The City may enter into agreements addressing the terms and conditions related to alternative financing.

There was also discussion related to providing greater transparency related to the financial impacts of growth. This topic has been raised previously and Watson and Associates were retained to provide a high level overview of the costs of growth in 2007. An initial step to addressing this issue was incorporated into the Official Plan through the OPA 39 policies related to the submission of studies for a complete planning application. OPA 39 introduced a policy through which the City may require the submission of reports or studies that demonstrate “that a proposed development and/or change in land use will not have an unreasonable or unanticipated negative financial impact on the City including, but not limited to, short-term and long-term costs to the City for the provision of municipal infrastructure and services required to support the proposed development and/or change in land use.” While this policy is in place, implementation details have not been determined. Staff recommend that this issue be examined further through the update to the Development Charges By-law. Any outcomes or recommendations of that review could be introduced into the OP in the future.

Overview of Revisions to Official Plan Amendment 48

Revisions to the Official Plan since its release on January 30, 2012 are documented in Attachment 4. The revisions are minor in nature and generally involve modifications to wording, relocation of policies, or addition of policies to provide clarity to a topic area in response to comments. No new policy areas were introduced through the revisions to the Plan. Revisions to the schedules were in response to comments from the Province and to correct errors.

Attachment 5 provides a “track changes” version of the sections of the Official Plan that were revised since January 2012. Revisions are displayed in coloured text and comment boxes are included in the margins to provide a brief description of the change.

Staff have also documented the policies that have been deleted from the current Official Plan through the Five Year Update. A highlighted version of the 2011 Consolidation of the 2001 Official Plan is available on the City website. This document highlights which policies have been carried forward, which policies provide the basis for revised policies and which policies have been deleted.

STAFF RECOMMENDATION

Staff recommend that Official Plan Amendment 48 be adopted and forwarded to the Ministry of Municipal Affairs and Housing for approval. The policies as drafted conform to the Provincial Policy Statement, the Growth Plan and provincial plans and regulations. OPA 48 provides additional support to the policies approved through OPA 39 in terms of supporting the local growth management strategy and implementing the Growth Plan. OPA 48 is consistent with City plans and studies and provides policy direction with respect to implementation of these plans and studies (e.g., Community Energy Plan (2007), Trail Master Plan (2005), Affordable Housing Discussion Paper (2009), Employment Lands Strategy (2008 and 2009), Urban Design Action Plan (2008), Guelph and Wellington Transportation Plan (2005), Infrastructure Master Plans (various)).

The Five Year Official Plan Review was conducted in three phases and throughout the process provided the public with a variety of opportunities and methods for being involved and expressing their comments. Supporting materials were posted to the City website and made available for review at City Hall. Phase 1 of the Five Year Review (OPA 39) included extensive community and stakeholder engagement over a period of several years.

The following provides a summary of the public consultation process for Phase 2 and 3 of the Five Year Review:

2010	March	Open houses on key directions (March 10 and 11) Consultation sessions with ministries, agencies, interest groups and Guelph Wellington Development Association
2010	April	Open Houses for Draft Official Plan (April 20, 21, 22)

2010	May	Statutory Public Meeting (May 20) (Note: Council resolution to split out Natural Heritage System into its own amendment, remainder of plan becomes Phase 3)
2010	July	Council Meeting – adoption of OPA 42 (July 27)
2011		Review of Comments and meetings with stakeholders
2012	January	Release of Draft Official Plan (new Phase 3) (Note: this is the 2 nd draft of policies contained within Phase 3, first draft released April 2010)
2012	February	Open House (Feb. 29) Meetings with stakeholders
2012	March	Open House (March 6) Meetings with stakeholders
2012	April	Public Meeting (April 2) Meetings with Stakeholders
2012	May	Release of Final OPA 48
2012	June	Council decision meeting

CORPORATE STRATEGIC PLAN

- Goal 1:** An attractive, well functioning and sustainable city
- Goal 2:** A healthy and safe community where life can be lived to the fullest
- Goal 3:** A diverse and prosperous local economy
- Goal 4:** A vibrant and valued arts, culture and heritage identity
- Goal 5:** A community-focused, responsive and accountable government
- Goal 6:** A leader in conservation and resource protection/enhancement

FINANCIAL IMPLICATIONS

There is sufficient funding in the Official Plan Update budget to complete Phase 3.

DEPARTMENTAL CONSULTATION

Planning, Building, Engineering and Environment (Engineering)
Finance and Enterprise (Financial Services) (Economic Development)
Community and Social Services (Parks and Recreation)

COMMUNICATIONS

Since the statutory public meeting was held on April 2, 2012, staff have met with a number of stakeholders and individuals who submitted comments to clarify concerns and discuss possible resolutions.

Notice of the June 5, 2012 Council meeting where Official Plan Amendment No. 48 is to be considered for adoption was provided by mail to anyone who requested notification and was published in the City News pages of the Guelph Tribune on May 24, 2012.

ATTACHMENTS

The attachments are available on the City of Guelph website at guelph.ca/envisionguelph. Click on the link for the June 5, 2012 OPA 48 Decision Report with attachments.

Attachment 1: Official Plan Amendment No. 48

Attachment 2: Public Comment and Staff response summary table

Attachment 3: Public Comment Letters

Attachment 4: Summary of Revisions to Official Plan Amendment No. 48

Attachment 5: "Track Changes" Version of Policy Revisions

Prepared By:

Melissa Aldunate
Senior Policy Planner
519.837.5616 ext. 2099
melissa.aldunate@guelph.ca



Recommended By:

Todd Salter
Acting General Manager
Planning Services
519.822.1260 ext. 2395
todd.salter@guelph.ca



Recommended By:

Janet Laird, Ph.D.
Executive Director
Planning, Building, Engineering and Environment
519.822.1260 ext. 2237
janet.laird@guelph.ca

**AMENDMENT NUMBER 48 TO THE OFFICIAL PLAN
FOR THE CORPORATION OF THE CITY OF GUELPH:
ENVISION GUELPH: OFFICIAL PLAN UPDATE PHASE 3**

INDEX

PART A - THE PREAMBLE

The Preamble provides an explanation of the amendment including the purpose, background, location, basis and summary of the policies and public participation, but does not form part of this amendment.

	PAGE
Title and Components	1
Purpose	1
Background	1
Location	3
Basis	3
Summary	4
Public Participation	6
Explanatory Note	8

PART B - THE AMENDMENT

The Amendment describes the additions and/or modifications to the Official Plan of the City of Guelph, which constitute Official Plan Amendment Number 48.

	PAGE
Format of the Amendment.....	10
Implementation and Interpretation.....	10
Details of the Amendment.....	10
ITEMS 1 through 75 - Amendments to Policies.....	10
ITEMS 76 through 79 - Amendments to Glossary	203
ITEMS 80 through 92 - Amendments to Schedules	218
ITEM 93 - Amendment to Appendix	219
Schedules	220

PART A – THE PREAMBLE

TITLE AND COMPONENTS

This document is entitled “Envision Guelph: Official Plan Update Phase 3” and shall be referred to as Amendment 48. Part A – The Preamble provides an explanation of the amendment including the purpose, location, background, summary of the policies and public participation but does not form part of this amendment. Part B – The Amendment forms Amendment 48 to the Official Plan for the City of Guelph and contains a comprehensive expression of the new and amended text as illustrated through various font types in the text. (e.g., struck out is to be deleted and bold text is to be added) and includes revised and new Official Plan Schedules.

PURPOSE

The purpose of this Amendment is to bring the Official Plan into conformity with provincial plans, to have regard for matters of provincial interest and to ensure consistency with the Provincial Policy Statement (2005) in accordance with Section 26 of the Planning Act. The Amendment also updates the policies in the Official Plan in accordance with City of Guelph plans and studies (e.g., Community Energy Plan (2007), Trail Master Plan (2005), Affordable Housing Discussion Paper (2009), Employment Lands Strategy (2008 and 2009), Urban Design Action Plan (2008), Guelph and Wellington Transportation Plan (2005), Infrastructure Master Plans (various), Recreation, Parks and Culture Strategic Plan (2009)).

Specifically, OPA 48 amends, updates or provides new policies with respect to:

- strategic directions and vision to guide growth to the year 2031;
- achievement of the City’s growth management framework;
- Watershed Planning and Water Resources;
- Public Health and Safety including natural and human-made hazards;
- Mineral Aggregate Resources;
- Climate change and the City’s Community Energy Plan;
- Cultural Heritage Resources;
- Transportation providing greater focus on transit, walking and cycling;
- Municipal services and infrastructure;
- Affordable Housing;
- Open Space System: Parks and Trails;
- Urban Design consistent with the Urban Design Action Plan;
- Land Use designations; and
- Implementation and the use of planning tools associated with height and density bonusing, the regulation of exterior building design through site plan control and the introduction of a development permit system.

OPA 48 also updates and revises existing Official Plan Schedules in accordance with the updates and revisions to the policies.

BACKGROUND

The Five Year Update is referred to as Envision Guelph. The update to the Official Plan consists of three phases:

- Phase 1: OPA 39 Growth Plan Conformity
- Phase 2: OPA 42 Natural Heritage System
- Phase 3: OPA 48 Balance of the Official Plan

Phase 1: The purpose of OPA 39 was to bring the Official Plan into conformity with the planning framework of the Growth Plan for the Greater Golden Horseshoe (Growth Plan) in accordance with subsection 26(1)(a)(i) of the *Planning Act* and subsection 12(1) & (2) of the *Places to Grow Act*. The amendment introduced two key policies that enable the City to implement changes made to the *Planning Act* through Bill 51 with respect to the conversion of lands within employment areas to non-employment uses and complete application requirements. OPA 39 was adopted by City Council on June 10, 2009 and was approved by the Ministry of Municipal Affairs and Housing on November 20, 2009. One modification was made by the Ontario Municipal Board on March 17, 2010 as an administrative change. OPA 39 is in full force and effect.

Phase 2: The purpose of OPA 42 was to replace the Core and Non-Core Greenlands policies and mapping within the City's Official Plan with a Natural Heritage System that is consistent with the 2005 Provincial Policy Statement (PPS), conforms with the Growth Plan for the Greater Golden Horseshoe, and has regard to matters of provincial interest.

Specifically, OPA 42:

- Replaced existing Natural Heritage Features policies (all of Chapter 6) and Greenlands System Policies (Section 7.13) with Natural Heritage System policies developed through Guelph's Natural Heritage Strategy process;
- Revised existing Official Plan Schedule 1 (Land Use Plan) to incorporate the new Natural Heritage System, removed the Natural Heritage Features from Schedule 2 (Natural Heritage Features and Development Constraints) and renamed the schedule accordingly, and added a new Schedule 10 illustrating the comprehensive Natural Heritage System along with new Schedules 10A, 10B, 10C, 10D, and 10E that illustrate the components of the Natural Heritage System; and
- Modified the necessary references and definitions throughout the Plan to implement the Natural Heritage System.

OPA 42 was adopted by Council in July 2010 and approved by the Ministry of Municipal Affairs and Housing in February 2011. OPA 42 is currently under appeal to the Ontario Municipal Board.

Envision Guelph: Official Plan Update (2010 to 2012)

In April 2010 a draft of Envision Guelph: Official Plan Update was released. This draft included:

- the Natural Heritage mapping and policies;
- proposed revisions to the current Official Plan to address recent changes to provincial legislation and City documents and studies (e.g., the *Ontario Heritage Act*, the *Planning Act*, the *Clean Water Act*; Guelph and Wellington Transportation Study, Urban Design Action Plan, Community Energy Plan); and
- detailed policies to implement the growth management framework and the 2005 Provincial Policy Statement.

A series of public open houses were held on April 20, 21, and 22 at City Hall (the *Planning Act* requires one open house to be held). The purpose of the open houses was to provide the public with an opportunity to review the draft policies, proposed mapping and related background material, and to ask questions of planning staff in order to obtain an understanding of the proposed changes.

Envision Guelph: Official Plan Update was presented as OPA 42 at the May 20, 2010 Statutory Public Meeting of Council, and constituted the second phase of the City's comprehensive Official Plan Update.

At the May 20, 2010 Statutory Public Meeting, Council heard delegations as well as received written submissions. At the Statutory Public Meeting, Council directed staff to proceed with the Natural Heritage System components of OPA 42 for Council's consideration on July 27, 2010, and delay consideration of the balance of the Official Plan Update to provide more opportunity for input, as follows:

"THAT Report 10-59 dated May 20, 2010 from Community Design and Development Services regarding proposed Official Plan Amendment No. 42 be received;

AND THAT staff be directed to bring forward the Natural Heritage System component of the draft Official Plan Amendment to the July 27, 2010 Council meeting;

AND THAT the remainder of the draft Official Plan Amendment be deferred to provide more time for the public to review and provide comments."

Accordingly, OPA 42 was scoped to address the Natural Heritage System and included only Sections 4.0, 4.1 and 4.2 from the April 19, 2010 version of the Envision Guelph document along with the associated mapping, definitions and applicable changes to the existing Official Plan.

The balance of the Official Plan Update became Phase 3 (OPA 48). Policies now subject to Phase 3 were reviewed and considered in light of the comments received through the public process. On January 30, 2012 a second draft of the policies subject to Phase 3 of the Official Plan Update was released.

Two additional public open houses were held for Envision Guelph: Official Plan Update Phase 3 on February 29, 2012 and March 2, 2012. These open houses provided the public with the opportunity to review the draft policies and mapping as revised following the release of the first draft in April 2010, review related background material, and to ask questions of planning staff in order to obtain an understanding of the proposed changes. Envision Guelph: Official Plan Update Phase 3 was presented at the April 2, 2012 public meeting of City Council. At the public meeting, Council heard delegations as well as received written delegations. The final mapping and policies were modified accordingly following public and stakeholder input since the first draft release in April 2010 and the second draft release in January 2012.

OPA 48 is being undertaken in accordance with Section 26 of the *Planning Act*, is the final component of the City's 5-year Official Plan update process, and is primarily intended to ensure that the Official Plan is in conformity with provincial legislation and plans, is consistent with the 2005 Provincial Policy Statement (PPS) and incorporates recommendations from City plans and studies.

LOCATION

The text changes made through Amendment 48 apply to all land within the municipal boundaries of the City of Guelph. The Schedules of the Amendment identify areas where specific policies apply.

BASIS OF THE AMENDMENT

Amendment 48 updates the existing 2001 Official Plan and addresses the necessary changes to ensure that the City's policies and mapping are consistent with the 2005

Provincial Policy Statement, conform with the Growth Plan for the Greater Golden Horseshoe, and have regard to matters of provincial interest. Amendment 48 forms part of the City's requirements under Section 26 of the Planning Act. The Minister of Municipal Affairs and Housing is the approval authority for OPA 48.

The basis for the policy and mapping amendments come from recommendations from City plans and studies including: Guelph and Wellington Transportation Plan, Community Energy Plan, Trails Master Plan, Affordable Housing Discussion Paper, Local Growth Management Strategy, Urban Design Action Plan, Recreation, Parks and Culture Strategic Plan, Employment Lands Strategy and various infrastructure plans.

SUMMARY OF CHANGES TO THE OFFICIAL PLAN

The following is summary of OPA 48:

General Modifications

The structure and format of the Official Plan has been modified including the style and presentation of policies. In many instances the policy intent of numerous existing Official Plan policies has been carried forward but the manner in which the policy is drafted and presented has been changed. Changes to the structure of the Plan include the introduction of new chapter and section headings to improve readability of the Plan and a re-ordering of policies within the Plan.

Introduction

The introduction to the Plan has been modified to provide details about the purpose and organization of the Plan including how the plan is to be interpreted and sets out the framework for the consideration of amendments to the Plan.

Strategic Directions

The vision and strategic goals of the Official Plan have been amended to guide and inform development to the year 2031.

Planning a Complete and Healthy Community

Policies in this section address matters that are essential to building complete and healthy communities, such as natural heritage protection, energy sustainability, employment land conversion policy, transportation, servicing and community infrastructure. Policies related to managing growth and development are included in support of the growth management objectives.

Protecting what is valuable

Policies ensuring public health and safety (e.g. natural hazards, flood plains, landfill constraint areas and potentially contaminated properties) have been updated. Policies have been introduced to support the implementation of the City's Community Energy Plan. Cultural Heritage policies have been updated in accordance with the Ontario Heritage Act (2005).

Movement of People and Goods – an Integrated Transportation System

Policies related to the transportation system have been updated to incorporate the Growth Management principles, appropriate provisions of the Guelph and Wellington Transportation Study, Transit Growth Strategy and the Community Energy Plan. Greater focus is provided on active transportation (i.e. walking and cycling), transportation demand management and transit.

Municipal Services and Infrastructure

Municipal Services policies (e.g. water & wastewater, stormwater management) have been updated to reflect recently completed infrastructure master plans, water conservation targets, and promotion of low impact stormwater management techniques.

Community Infrastructure

Policies related to affordable housing have been updated and new policies added which are based on the City's Affordable Housing Discussion Paper (2009). This section introduces an annual average target for the creation of affordable housing along with supporting policies. This section also includes the community facilities policies which have been modified slightly from the 2001 Official Plan.

Open Space policies have been updated including parkland dedication policies (in accordance with the Planning Act) and parkland ratios in support of the provision of adequate active and passive parkland to meet the needs of current and future residents. The policies related to the Trail Network have been revised in support of the implementation of the Trail Master Plan including a new schedule displaying current and potential trails and connections.

Urban Design

The urban design policies have been amended in accordance with the Urban Design Action Plan to provide support to the growth and development of the City.

Detailed policies related to public art, public views, parking, vehicle-oriented uses, signage, accessibility, lighting, and areas that serve as gateways to the City are addressed. Detailed policies have been included for low, medium and high-rise built forms as well as for commercial and industrial development.

Land Use

The existing residential designations have been modified to provide support to the achievement of the greenfield area density target and the built-up area intensification targets. Minimum and maximum densities are included and are intended to indicate a progression in density and built form from low to high. Development criteria have been amended to better address the assessment of development proposals for multi-unit residential development and intensification proposals.

Commercial and Mixed-use policies have been amended to address the long-term evolution of the Mixed-use Centres and Corridors to more intense, mixed-use areas. Neighbourhood Commercial and Service Commercial policies remain virtually unchanged. The Commercial Mixed Use and Mixed Office-Residential Designation have been combined into one designation and continue to recognize the areas within the City where a mix of commercial and residential uses co-exist. The intent of these two designations remains unchanged.

The Employment area designations including the Industrial, Corporate Business Park, Mixed Business, Institutional/Research Park designations remain virtually unchanged with the exception of the format of the policies.

Major Utility is a new designation that includes large scale utility facilities that serve a city-wide function including, water and wastewater treatment facilities and transfer stations.

Special Study Area policies have been updated to reflect current ongoing studies.

The Reserve Lands policies have been updated with respect to the need for additional planning work prior to development proceeding and to describe the areas where this designation applies.

A new section has been added for approved secondary plans and indicates that lands within this designation are subject to the general policies of the Official Plan and the detailed policies of the secondary plan.

Site specific exceptions to the Official Plan have been grouped together within the Land use Section for ease of reference.

Implementation

Implementation policies have been updated to enable the City to make use of planning tools provided through the Planning Act. This includes bonusing policies that would enable Council to permit additional height and density in exchange for community benefits, regulation of exterior building design through the site plan approval process, and setting the framework for a development permit system.

Schedules

Schedule 1 Land Use Plan – updated to reflect changes to land use designations;

Schedule 1A Secondary Plan and Water Features – deleted based on policy changes;

Schedule 2 Natural Heritage Features and Development Constraints – updated to show only development constraints;

Schedule 3 Areas of Potential Archaeological Resources – deleted;

Schedule 4 Staging of Development – updated based on revisions to policies;

Schedule 4A, 4B and 4C Phasing of Development for Secondary Plan Areas – deleted based on policy changes;

Schedule 7 Linked Open Space Concept – deleted and replaced by the Trail Network which is taken from the approved Trail Network Master Plan and based on the policy framework established through OPA 42;

Schedule 8 Special Policy Area/Flood Plain Land Use Plan – deleted, information incorporated into updated Development Constraints Schedule

Schedule 9A Existing Road Network and Schedule 9B Recommended Road Plan – combined and updated based on policy changes; and

Schedule 9C Bicycle Network Plan – deleted, current schedule is outdated and is subject to an ongoing Master Plan process.

Glossary

The glossary has been amended to add, delete and revise terms and definitions to support and provide clarity to the policies of the Plan.

PUBLIC PARTICIPATION

The development of the Official Plan Update has involved community stakeholder engagement that included public meetings, stakeholder meetings, open houses, and workshops.

Special Meeting to Commence Official Plan Update

A special meeting of Council was held on September 10, 2007, to initiate the Official Plan Update and provide the public with an opportunity to provide input at the outset of the process.

Background Studies

Numerous studies and initiatives have been completed with public input in support of the Official Plan Amendment No. 48. The background studies related to Phase 3 included:

- Guelph and Wellington Transportation Plan
- Community Energy Plan
- Trails Master Plan
- Affordable Housing Discussion Paper
- Local Growth Management Strategy
- Urban Design Action Plan
- Recreation, Parks and Culture Strategic Plan
- Various infrastructure studies

Public Engagement

The policy areas and schedules subject to OPA 48 were initially part of Phase 2 of the Official Plan Update, therefore the public consultations that occurred for Phase 2 (OPA 42) are part of the consultations for Phase 3 (OPA 48).

In March 2010, the Key Directions for Amendment 42 were posted on the City's web site. Two public meetings were held on March 10 and 11, 2010, as well as a number of focused consultation sessions with ministries and agencies, interest groups, and the Guelph and Wellington Development Association.

The full DRAFT Official Plan Update was available for public review on April 19, 2010 and a series of public open houses were held on April 20, 21, and 22 at City Hall. The purpose of the open houses was to provide the public with an opportunity to review the draft policies, proposed Schedules and related background material and to ask questions of planning staff in order to obtain an understanding of the Draft Plan.

Council held a statutory public meeting in accordance with the *Planning Act* on May 20, 2010 to hear public input and comments regarding the draft Official Plan Update. Council heard from sixteen (16) verbal presenters who provided comments on a variety of issues, of which five (5) were directly related to the Natural Heritage System policies and mapping. In addition to these verbal comments, approximately sixty (60) written comments were also submitted. Where site specific issues were raised, Planning staff have met with affected landowners, and in some cases conducted on-site inspections, to resolve the issues.

Planning staff also consulted with the Province, agencies, and First Nations with regard to Amendment 42.

In May 2010, Council resolved to split out the Natural Heritage System policies from the remainder of the Official Plan Update. Phase 2 Natural Heritage System was approved by Council in July 2010 and the remainder of the update became Phase 3 (OPA 48).

Phase 3 included consultations with stakeholders, developers and land owners and discussions with the Province. A draft of the policies subject to Phase 3 was released on January 30, 2012 for public review. Open Houses were held on February 29, 2012 and March 2, 2012. Council held a statutory public meeting on April 2, 2012. Council heard from three delegations and approximately 30 written comments were received.

Amendment 48 addresses consistency with the Provincial Policy Statement, and therefore, the Minister of Municipal Affairs and Housing is the approval authority pursuant to Section 26 of the *Planning Act*. The Minister has 180 days to make a decision after receiving Amendment 48, after which any person or public body that provided input (verbal or written) before Council's adoption may appeal the Minister's decision, or non-decision, to the Ontario Municipal Board.

Explanatory Note:

OPA 42 and OPA 48

The Official Plan update was conducted in three phases; each of which amends the 2001 Official Plan. In some instances Phase 2 of the Update (OPA 42) amended policies to address the directions of Phase 2 in advance of the overall policy update that would occur through Phase 3 (i.e., OPA 42 updated terminology to be consistent with Phase 2 throughout the Official Plan even though the specific policy subject matter was not subject to Phase 2).

OPA 42 introduced the Natural Heritage System and associated land use designations and schedules to the Official Plan and at the same time deleted and replaced terminology related to the Greenlands System in all sections and schedules of the Official Plan with the new Natural Heritage System. OPA 42 was appealed to the Ontario Municipal Board and remains under appeal at the anticipated time of adoption of OPA 48.

OPA 48 has been structured to anticipate the future consolidation of OPA 42 once both amendments are in full force and effect, as follows:

- a) OPA 48 reflects changes to terminology that were introduced by OPA 42 (such as using the term 'natural heritage strategy' or 'natural heritage system' rather than 'greenlands system', and Significant Natural Area or Natural Area instead of Core Greenlands and Non-Core Greenlands). For transition purposes, where there are references to defined terms introduced by OPA 42, or to the related policies introduced by OPA 42, the existing Official Plan terms and their related policies will continue to apply until such time as OPA 42 is in effect. References to terms currently used in the Official Plan as undefined terms (such as reference to "natural heritage system" as an undefined term) shall continue unaffected.
- b) Certain schedules to OPA 48 display land use designation and mapping changes introduced through OPA 42. These are displayed for context and illustrative purposes only. For transition purposes, the existing land use designations and related existing policies of the Official Plan will continue to apply until such time as OPA 42 is in effect.
- c) OPA 48 introduces a new Chapter 4 "Protecting What is Valuable", and reserves sections 4.1 and 4.2 for the natural heritage policies introduced by OPA 42. The existing Official Plan provisions relating to natural heritage, which are to be deleted by OPA 42 (including 6.1-6.10 and 7.13), will continue to apply until such time as OPA 42 is in effect.

OPA 43 Downtown Secondary Plan and OPA 48

The Downtown Secondary Plan (OPA 43) amends the current 2001 Official Plan by deleting the Central Business District policies and associated schedules and replacing them with the Downtown Secondary Plan. The by-law for OPA 43 was adopted by Council on May 28, 2012 and the appeal period under the Planning Act will still be in effect at the anticipated time of

Council adoption of OPA 48. OPA 48 has been structured to anticipate the future consolidation of OPA 43 once both amendments are in full force and effect, as follows.

- a) OPA 48 reflects changes to terminology that were introduced in OPA 43 (such as using the term 'downtown' rather than 'central business district'). For transition purposes, where there are references to defined terms introduced by OPA 43, or to the related policies introduced by OPA 43, the existing terms and their related policies will continue to apply until such time as OPA 43 is in effect.
- b) Certain schedules to OPA 48 display areas that would be subject to the Downtown Secondary Plan introduced by OPA 43, for context and illustrative purposes only. For transition purposes, the existing mapping, and related existing policies, will continue to apply until such time as OPA 43 is in effect.
- c) OPA 48 introduces a new Chapter 11 for Secondary Plans, where it is intended that OPA 43 would be inserted in a future consolidation. The existing policies relating to the downtown, which are to be deleted by OPA 43, will continue to apply until such time as OPA 43 is in effect.

PART B - THE AMENDMENT

Format of the Amendment

This section (Part B) of Amendment 48 sets out additions and changes to the text and mapping in the Official Plan. Sections of the Official Plan that are being added or changed are referred to as "ITEMS" in the following description. Text to be amended is illustrated by various font types (e.g. ~~struck-out~~ is to be deleted and **bold** text is to be added). Unchanged text represents existing Official Plan policy that is being carried forward that has been included for context and does not constitute part of Amendment 48. New sections being added to the Official Plan are shown in standard font type with titles appearing in bold. Italicized font indicates defined terms or the name of a provincial act or title of a document. Terms that are displayed in a text box are subject to OPA 42 and are currently under appeal to the Ontario Municipal Board.

Implementation and Interpretation

The implementation of this amendment shall be in accordance with the provisions of the *Planning Act*. The further implementation and associated interpretation of this amendment shall be in accordance with the relevant text and mapping schedules of the existing Official Plan of the City of Guelph and applicable legislation.

Amendment 48 should be read in conjunction with the current Official Plan (2011 Consolidation), Amendment 42 (currently under appeal to the Ontario Municipal Board) and Amendment 43 (Downtown Secondary Plan) which are available on the City's website at guelph.ca, or at the Planning Services office located at 1 Carden Street on the 3rd Floor.

Details of the Amendment

ITEM 1: The purpose of 'ITEM 1' is to delete the existing Section 1, entitled "Introduction" and replace it with a new Chapter 1, entitled "Introduction".

Section 1 of the Official Plan, entitled 'Introduction' is hereby deleted in its entirety and replaced with the following:

1 Introduction

1.1 Purpose of the Official Plan

This document constitutes the Official Plan for the City of Guelph. It may be referred to as the "Official Plan" or the "Plan."

This Plan has been prepared and enacted in accordance with the provisions of the *Planning Act*. This Plan updates the previous Official Plan for the City of Guelph, which was adopted by City Council on November 1, 1994, approved by the Minister of Municipal Affairs on December 20, 1995 and comprehensively updated by the City on December 17, 2001. In addition, the Plan includes the detailed provisions required to ensure conformity with the *Growth Plan for the Greater Golden Horseshoe* (2006), consistency with the *Provincial Policy Statement* (2005) and applicable Provincial legislation.

The Official Plan:

- a) Establishes a vision, guiding principles, strategic goals, objectives and policies to manage future land use patterns that have a positive effect on the social, economic, cultural and natural environment of the City.
- b) Promotes long-term community sustainability and embodies policies and actions that aim to simultaneously achieve social well-being, economic vitality, cultural conservation and enhancement, environmental integrity and energy sustainability.
- c) Promotes the public interest in the future *development* of the City and provides a comprehensive land use policy basis which will be implemented through the *Zoning By-law* and other land use controls.
- d) Guides decision making and community building to the year 2031.

1.2 Plan Organization

The Official Plan consists of written text, figures and tables within the text, schedules and definitions.

The Official Plan is composed of thirteen parts including Schedules.

Part One, 'Introduction', establishes the context for the Official Plan. This section sets out the purpose and provides a description of how the Plan is structured and how it should be read and interpreted.

Part Two, 'Strategic Directions', establishes the Vision, Mission, Guiding Principles and Strategic Goals of the Plan.

Part Three, 'Planning a Complete and Healthy Community', provides an overview of the City's urban structure, establishes a Growth Management Strategy and sets out general policies that are intended to provide an overall guiding framework for the detailed policies of subsequent sections of the Official Plan.

Part Four, 'Protecting What is Valuable', establishes policies and *development* criteria that address natural heritage protection, cultural heritage conservation, water resource protection, energy conservation measures and health and safety provisions aimed at ensuring a diverse, healthy environment.

Part Five, 'Movement of People and Goods – An Integrated Transportation System', provides policies for the City's transportation system to facilitate efficient, safe, convenient and energy efficient movement of goods and people throughout the City.

Part Six, 'Municipal Services', provides policies for municipal services including water, wastewater, solid waste and stormwater.

Part Seven, 'Community Infrastructure', sets out a policy framework for the efficient and adequate provision of physical and social infrastructure to sustain and support growth and quality of life.

Part Eight, 'Urban Design', provides detailed policy on how the City will be built. It sets out objectives and policies that focus on creating adaptable and well-designed infrastructure networks, buildings, sites, neighbourhoods and open spaces.

Part Nine, 'Land Use' sets out objectives, policies, permitted uses and design and *development* criteria for land use designations within the City as set out on Schedule 2.

Part Ten, 'Implementation', provides the operational framework and tools necessary to achieve the goals and objectives and implement the policies of this Plan.

Part Eleven, 'Glossary' provides definitions for words that are *italicized* in the text of this Plan. A list of acronyms used in the Plan is also provided.

Part Twelve, 'Secondary Plans', lists the Secondary Plans that have been adopted by Council and form part of the Official Plan.

Part Thirteen, 'Schedules', contains maps that correspond to policies within the Plan.

The Appendices are not part of the Plan but provide important background to the Plan.

1.3 Interpretation

1. The Plan must be read in its entirety as a comprehensive policy framework to be used in land use evaluation and decision making by Council, committees appointed by Council, Boards and Commissions having jurisdiction within the City, and by staff and the public, including the Ontario Municipal Board.
2. All schedules form part of the Plan and must be read in conjunction with the text of the Plan.
3. Words that are italicized in the text are either defined in the Glossary or are the title of a report, plan, legislation or regulation.
4. This Plan consists of text, tables, figures and schedules. Diagrams, appendices and photographs are provided for descriptive purposes and are not part of the Plan.
5. In the event of a conflict between a general and an area specific policy, the area specific policy shall prevail.
6. In this Plan words used in the singular number shall include the plural and words used in the plural number shall include the singular.

Boundaries

7. The boundaries of the designations on the Schedules to the Plan shall be considered approximate, except where they coincide with roads, railways, former township lots and concession lines, major water courses or other well defined natural or physical features. Where the general intent of the

Plan is maintained, minor boundary adjustments will not require an amendment to this Plan.

8. In the case of discrepancy between the maps and related text policy, the policies will take precedence.

Symbol

9. Where the designations on the Schedules to the Plan are delineated by symbols, their extent and location are to be considered flexible and interpreted in accordance with the policies of this Plan. Minor adjustments in their location will not require an amendment to this Plan.

Permitted Uses

10. Permitted uses are intended to indicate the possible range and types of uses permitted and are not intended to be all encompassing. Uses that are not listed but are considered similar to those listed and conform to the objectives and policies of the land use designation may be recognized as a permitted use. However, specific uses that are not listed and cannot reasonably be interpreted to be similar to a permitted use will not be considered a permitted use.

Numerical Provisions

11. Numerical provisions in this Plan are approximate, except where they refer to minimum setbacks from the Natural Heritage System. Minor variations from other numerical figures will not require an amendment to this Plan where it can be demonstrated that the objectives of the Plan will be met.

Amendments to the Plan

12. Where a goal, objective, policy, land use designation or a schedule is proposed to be changed, added, deleted or the meaning of which is significantly altered, an amendment to this Plan shall be required.
13. Changes to the text, tables, figures or schedules to this Plan to correct grammatical, spelling or reference errors or updates, punctuation, formatting, numbering or sequencing or modification of illustrations may be made without an amendment to this Plan.
14. When considering an application to amend the Official Plan, Council shall consider the following matters:
 - i) the conformity of the proposal to the strategic directions of this Plan and whether the proposal is deemed to be in the overall interests of the City;
 - ii) consistency with applicable provincial legislation, plans and policy statements;
 - iii) suitability of the site or area for the proposed use, particularly in relation to other sites or areas of the City;
 - iv) *compatibility* of the proposed use with adjacent land use designations;

- v) the need for the proposed use, in light of projected population and employment targets;
- vi) the market feasibility of the proposed use, where appropriate;
- vii) the extent to which the existing areas of the City designated for the proposed use are developed or are available for *development*;
- viii) the impact of the proposed use on sewage, water and solid waste management systems, the transportation system, community facilities and the Natural Heritage System;
- ix) the financial implications of the proposed *development*;
- x) other matters as deemed relevant in accordance with the policies of this Plan.

Provincial Plans and Legislation

- 15. Where any legislation, *Provincial Plan*, policy or regulation or portion thereof is referred to in this Plan, such reference shall be interpreted to refer to any subsequent renaming or amendment(s) to these documents or successors thereof.

By-laws

- 16. No By-law may be passed, and no public work may be undertaken, which does not conform to this Plan.

1.4 Planning Area

The Plan applies to all lands within the corporate boundary of the City of Guelph.

- ITEM 2:** The purpose of 'ITEM 2' is to delete Sections 2.1, 2.2 and 2.3 and replace with the following new Chapter 2 Strategic Directions:

Sections 2.1 Introduction, 2.2 Plan Operating Principles and 2.3 Major Goals of the Official Plan are hereby deleted and replaced with the following:

2 Strategic Directions

2.1 Introduction

The Official Plan is a future oriented document that sets out a course for the desired development of Guelph to 2031. It recognizes that future objectives can only be achieved through a strategic vision, policies and actions. Ultimately, the Official Plan establishes a framework to retain and improve the quality of life for residents of the City of Guelph. The high quality of life in the City has historically been recognized as one of its greatest strengths and is a characteristic that sets this community apart from others. The high quality of life in the City is related to a healthy natural ecosystem, community services and facilities, educational and employment opportunities, the availability of infrastructure supportive of alternative forms of transportation, the community's relative safety, the vibrancy of its neighbourhoods and the character of its downtown. A high quality of life is the key to the enjoyment of city living and is necessary to assure continued competitiveness in an increasingly globalized economy.

Vision

The integration of energy, transportation and land use planning will make a difference in the environmental sustainability, cultural vibrancy, economic prosperity and social well-being of Guelph.

Connecting with our Past

Guelph is a historic city, founded in 1827 and originally planned by John Galt. The City was initially designed in a fan shape, radiating outward from the Speed River. The rivers and topography influenced the design of the City and allowed for scenic views and focal points particularly within the downtown. Many of the City's early buildings were constructed of locally quarried limestone providing visual unity to the older areas of the City and a rich legacy to protect.

The City's future depends on carefully balancing yesterday's legacy, today's needs and tomorrow's vision. This balance can be achieved by respecting the history that enriches local architecture and culture, enhancing the integrity of natural systems and promoting an atmosphere of innovation and creativity. Protecting Guelph's existing character while introducing innovative development is part of creating a vibrant city.

Planning in the 21st Century

Development in Guelph over the next 20 years will be significantly different from that which occurred in the post World War II era. A shift in focus to creating a *complete community* sets the tone for the policies of this Official Plan. Planning has experienced significant change at the provincial level in recent years with the introduction of the *Growth Plan* for the Greater Golden Horseshoe. The *Growth Plan* implements the Government of Ontario's vision for building stronger, prosperous communities by better managing growth to the year 2031.

This vision is shared by the City of Guelph and had its origins in the SmartGuelph community consultation process that commenced in 2001. SmartGuelph was the City's response to the emerging Smart Growth concept which preceded Places to Grow at the provincial level. SmartGuelph recognized the relationship between patterns of development, quality of life and economic competitiveness. City Council along with a group of concerned citizens conducted extensive consultations with the community to plan for the future direction of growth in the City. The process culminated in 2003 with Council's adoption of a set of principles. The SmartGuelph principles provided background guidance to the City's growth management policy program that ultimately informed the policies of this Official Plan.

Toward 2031

Guelph in 2031 will be a community of approximately 175,000 people and 92,000 jobs. The city will manage population growth within its current boundaries in a manner that ensures water supply and wastewater treatment are sustainable. New development will respect the existing character of Guelph and retain the qualities that set Guelph apart from its neighbours. The City will continue to diversify its employment base and will continue to be recognized as a leader in agri-food and innovation, advanced manufacturing and environmental technologies.

SmartGuelph Principles

The SmartGuelph principles serve as touchstones to constantly remember what is important and guide community building discussions that will shape the future of the City. Each of the Guiding Principles presents key descriptive words that are followed by a brief explanation of the principle.

a) Inviting and Identifiable

A distinctively appealing city, scaled for people, with a strong sense of place and a pervasive community spirit which respects and welcomes diversity.

b) Compact and Connected

A well-designed city with a vital downtown core and a commitment to mixed-use and higher density *development*; a safe community conveniently connected for walkers, cyclists, users of public transit and motorists.

c) Distinctive and Diverse

A culturally diverse city with a rich mix of housing, unique neighbourhoods, preserved heritage architecture, attractive common spaces, and educational and research institutions integrated into city life; with an abundance of recreational choices and art, ethnic and cultural events.

d) Clean and Conscious

A city with a healthy and sustainable environment, vigilantly demonstrating environmental leadership; a citizenry that values environmental and social advocacy, participation and volunteerism.

e) Prosperous and Progressive

A city with a strong and diverse economy, a wealth of employment opportunities, robust manufacturing, a thriving retail sector and the good sense to invest a meaningful portion of its prosperity in research and *development* and the advancement of education, training, wellness, art and culture.

f) Pastoral and Protective

A horticulturally rich city where gardens abound; a city that preserves and enhances its significant natural features, rivers, parks and open spaces and makes the planting and preservation of trees a priority; a city committed to the preservation of nearby agricultural farmland.

g) Well-Built and Well-Maintained

A city willing and able to invest in high-quality infrastructure and public buildings, ensuring they are beautifully designed and maintained, engineered to last and civilizing in their effect on the community.

h) Collaborative and Cooperative

A city with an effective and collaborative leadership that consults with citizens and other municipalities, manages growth based on the “quadruple bottom line” (environmental, cultural, economic, social), and makes decisions about *development*, city services and resource allocation consistently in keeping with these core principles.

2.2 Strategic Goals of the Plan

The following Strategic Goals are general statements of intent that describe a desired future condition. The goals are consistent with the principles set out in Section 2.1 and provide a broad framework for more specific Official Plan policy that will inform planning and *development* within the City. The strategic goals are focused on sustainability and supportive of the quadruple bottom line – ecological, social, cultural and economic – in decision making. The Strategic Goals are themed to align with the Chapters of the Official Plan.

The following are the strategic goals of the Official Plan:

1. Planning a Complete and Healthy Community:

- a) Utilize an interdisciplinary approach to planning whereby decisions are made with an understanding of the ecological, social, cultural and economic interrelationships and implications for any particular course of action.
- b) Ensure an appropriate range and mix of employment opportunities, local services, *community infrastructure*, housing including *affordable housing* and other land uses are provided to meet current and projected needs to the year 2031.
- c) Provide for urban growth and land use patterns that ensures efficient use of public expenditures and municipal financial sustainability over the long term.
- d) Ensure that *development* is appropriately staged and phased to meet the goals, objectives and policies of this Plan, in particular the City's growth management strategy and targets, municipal fiscal sustainability, the logical and planned expansion and provision of municipal services and community infrastructure and the avoidance of premature *development*.
- e) Encourage steady and diverse economic growth while striving to achieve a balanced tax assessment ratio and a wide range of employment opportunities.
- f) Promote opportunities for employment in the emerging high-tech "knowledge based" sectors including environmental management and technology and agri-food technology.
- g) Foster sustainable local food systems.

- h) Preserve and enhance a safe, liveable and healthy community.

2. Protecting what is Valuable

- a) Ensure that land use planning provides for a diverse and inclusive city.
- b) Protect and, where possible, enhance *natural heritage features* and functions and biodiversity of the City's Natural Heritage System and support linkages between and among such systems and features within the City and beyond.
- c) Enhance the visual identity of the City through protecting and celebrating the City's *cultural heritage resources*.
- d) Establish and implement policies and actions that will contribute to achieving the targets of the City's Community Energy Plan.
- e) Support an integrated approach to meeting the energy needs of the community by designing places and buildings in a way that minimizes consumption of energy and water and production of waste whereby supporting an increasingly low carbon footprint.
- f) Promote opportunities for the use and generation of renewable and *alternative energy systems*.
- g) Decouple energy consumption from population growth.
- h) Advance innovation by building on the synergies between infrastructure, built form and climate change imperatives.

3. Transportation

- a) Develop a safe, efficient, convenient and sustainable transportation system that provides for all modes of travel including cycling and walking to support sustainable land use patterns.

4. Municipal Services

- a) Direct *development* to those areas where full municipal services and related *infrastructure* are existing or can be made available, while considering existing land uses, natural heritage systems, *development* constraints, fiscal sustainability, *development* costs and related factors.
- b) Protect, maintain, enhance and sustainably manage the finite *groundwater* and surface water resources that are needed to support the City's existing and planned growth and natural systems.
- c) Promote the effective management of waste to ensure protection of the natural and built environment.

5. Community Infrastructure

- a) Ensure an accessible, connected open space, park and trail system and sustainable network of recreational facilities necessary to promote a physically active and healthy community that meets resident needs for active and passive recreation activities.
- b) Provide an appropriate supply and distribution of community facilities to meet the social, health and education needs of existing and future residents in a manner that maximizes accessibility.
- c) Ensure that an adequate supply, range and geographic distribution of housing types including *affordable housing*, *special needs housing* and supporting amenities are provided to satisfy the needs of the community.

6. Urban Design

- a) Preserve, enhance and protect the distinct character of the City and the sense of a community of neighbourhoods.
- b) Build a compact, mixed-use and *transit-supportive* community.
- c) Plan and design an attractive urban landscape that reinforces and enhances Guelph's sense of place and identity while encouraging innovative design and *development* opportunities.
- d) Encourage *intensification* and *redevelopment* of existing urban areas that is *compatible* with existing built form.

7. Downtown

- a) Strengthen the role of the *Downtown* as a major area for investment, employment and residential uses such that it functions as a vibrant focus of the City.

8. Implementation

- a) Promote informed public involvement and engagement in a user-friendly planning and *development* process.

ITEM 3: The purpose of 'ITEM 3' is to rename and renumber Section 2.4 Growth Management to Chapter 3 Planning a Complete and Healthy Community.

Section 2.4 Growth Management is hereby renamed and renumbered to Chapter 3 Planning a Complete and Healthy Community.

ITEM 4: The purpose of 'ITEM 4' is to delete the heading 2.4.1 Introduction, incorporate the Introduction as the first paragraph under the new Chapter 3 heading and amend the text.

The heading for Section 2.4.1 is hereby deleted and the text is amended as follows:

3 Planning a Complete and Healthy Community

~~2.4.1 Introduction~~

The *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* was released on June 16, 2006 in accordance with the *Places to Grow Act, 2005*. The *Growth Plan* establishes a framework for implementing the Provincial Government's vision for building stronger more prosperous communities by managing projected growth to the year 2031. The following objectives, policies and Schedule 1B, entitled "Growth Plan Elements", constitute an integrated approach to implementing the *Growth Plan* and reflects the City of Guelph's commitment to the salient components of the *Growth Plan* planning framework. **while reflecting the City's vision for the development of a healthy and liveable *complete community* to the year 2031.**

ITEM 5: The purpose of 'ITEM 5' is to remove the section number for the Objectives and amend the text to introduce new objectives related to energy, goods movement and urban agriculture.

Section 2.4.2 Objectives is hereby amended as follows:

~~2.4.2 Objectives~~

The City aims to build a compact, vibrant, and *complete community* for current and future generations that meets the following objectives:

- a) **To p**rovides for an adequate supply of land within the City's *settlement area* boundary to accommodate projected growth to the year 2031.
- b) **To d**irects growth to locations within the *built-up area* where the capacity exists to best accommodate the expected population and employment growth.
- c) **To p**lans the *greenfield area* to provide for a diverse mix of land uses at *transit-supportive* densities.
- d) **To m**aintains a healthy mix of residential and employment land uses at approximately 57 jobs per 100 residents;
- e) **To m**aintains a strong and competitive economy by preserving existing employment areas and identifying areas for future employment uses.
- f) **To s**upports a *multi-modal* transportation network and efficient public transit that links the City's *Urban Growth Centre* to the rest of the community and surrounding municipalities.
- g) **To reduce overall energy demand with an integrated approach to planning.**
- h) ~~g)~~ **To p**lans for *community infrastructure* to support growth in a compact and efficient form.
- i) ~~h)~~ **To e**nsures **that** sustainable energy, water and wastewater services are available to support existing *development* and future growth.
- j) ~~i)~~ **To p**romotes protection and enhancement of the City's ~~identified N~~*natural H*eritage ~~S~~*system*.

- k) ~~j~~ **To s**Supports the protection and/or conservation of water, energy, air quality and *cultural heritage resources*, as well as innovative approaches to waste management.
- l) ~~k~~ **To s**Supports transit, walking and cycling for everyday activities.
- m) To promote opportunities to increase movement of goods by rail.**
- n) To support *urban agriculture* in appropriate locations throughout the City as a means of encouraging local food production and distribution, reducing transportation needs and fostering community spirit.**

ITEM 6: The purpose of 'ITEM 6' is to add a new Section 3.1 Complete and Healthy Community to provide further policy support for the creation of a complete and healthy community.

The following new Section 3.1 entitled Complete and Healthy Community is hereby added to the Official Plan.

3.1 Complete and Healthy Community

1. Planning for a *complete community*, as a central theme to this Plan, is focused on the achievement of a well-designed, compact, vibrant city that provides convenient access to:
 - i) an appropriate mix of employment opportunities;
 - ii) a range of housing options;
 - iii) local services and *community infrastructure* including *affordable housing*, schools, recreation and open space; and
 - iv) public transportation and options for safe, non-motorized travel.
2. This Plan recognizes that components of land use planning influence human health, activity and social well-being. The policies of this Plan are collectively aimed at designing the built environment in a manner that will promote sustainable, healthy, active living.

ITEM 7: The purpose of 'ITEM 7' is to renumber section 2.4.3 to Section 3.2 and delete the footnote to this section.

Section 2.4.3 Population and Employment Forecasts is hereby amended as follows:

~~2.4.3~~ **3.2 Population and Employment Forecasts**

1. By the year 2031, Guelph is expected to be a city of approximately 175,000¹ people. Growth will be planned to be moderate, steady, and managed to maintain a compact and human-scale city for living, working, shopping, and recreation.
- ~~2.4.3.1~~ **2.** The city will accommodate growth by:
 - ~~a)~~ **i)** planning for a population forecast of 175,000 people by the year 2031;

- b) ii) promoting a steady rate of growth equivalent to an average population growth rate of 1.5% annually, which will allow growth to keep pace with the planning of future *physical infrastructure* and *community infrastructure*; and
 - e) iii) ensuring the employment growth in the City is planned to keep pace with population growth by planning for a minimum of 92,000 jobs by the year 2031.

[†]The City's Local Growth Management Strategy plans for a population target of 169,000. To maintain consistency among documents, the Official Plan will plan for a population target of 175,000 by 2031, which reflects the Growth Plan method of calculating projected growth and includes the undercount, which is a statistical calculation that accounts for those individuals not counted through the census.

ITEM 8: The purpose of 'ITEM 8' is to renumber section 2.4.4 to Section 3.3 and amend the text to update a schedule reference and terminology.

Section 2.4.4 entitled Settlement Area Boundary is hereby amended as follows:

~~2.4.4~~ 3.3 Settlement Area Boundary

1. The City's future *development* to the year 2031 will be accommodated with the City's *settlement area* boundary identified on Schedule 1B of this Plan.

~~2.4.4.1~~ 2. The City will meet the forecasted growth within the *settlement area* through:

- a i) promoting *compact urban form*;
- b ii) intensifying generally within the *built-up area*, with higher densities within Downtown Guelph, the community mixed-use nodes and within the identified *intensification corridors*; and
- e iii) planning for a minimum density of 50 residents and jobs per hectare in the *greenfield area*.

~~2.4.4.2~~ 3. A *settlement area* boundary expansion is not planned for before 2031.

ITEM 9: The purpose of 'Item 9' is to add a new Section 3.4 Non-Settlement Area to provide a policy context to the non-settlement areas identified on Schedule 1 of the Official Plan.

The following new Section 3.4 entitled Non-Settlement Area is hereby added to the Plan.

3.4 Non-Settlement Area

1. *Non-settlement areas* are identified on Schedule 1. For the purposes of this Plan, these lands are identified as not being available for urban development and are not included in determining the City's achievement of the *greenfield area density targets*.

ITEM 10: The purpose of 'ITEM 10' is to add a new Section 3.5 Urban-Rural Interface: Planning Coordination.

The following new Section 3.5 entitled Urban-Rural Interface: Planning Coordination is hereby added to the Plan.

3.5 Urban-Rural Interface: Planning Coordination

Objective

- a) To promote a clear demarcation between the urban uses within the *settlement area* boundary of the City and the agricultural/rural lands within the surrounding townships.

Policies

1. The City will review and provide comments on *development* applications processed by the County of Wellington, the Townships of Guelph-Eramosa and Puslinch within the County of Wellington Official Plan's "Urban Protection Area" (generally considered being within one kilometre of the City of Guelph boundary).
2. The City will rely upon the provisions of the County of Wellington's Official Plan and the Provincial Policy Statement and applicable *Provincial Plans*, regulations and guidelines to discourage *development* within the "Urban Protection Area" of the surrounding Townships.
3. Consultation between the City and the County of Wellington will be encouraged to prepare a co-ordinated planning approach in dealing with issues which cross municipal boundaries including:
 - i) river, watershed, subwatershed and source water protection issues;
 - ii) transportation, trails, infrastructure and other *public service facilities*;
 - iii) connectivity with the Natural Heritage System within the City; and
 - iv) other land use planning matters requiring a co-ordinated approach.

ITEM 11: The purpose of 'ITEM 11' is to add a new Section 3.6 Housing Supply which provides policies in accordance with the Provincial Policy Statement 2005.

The following new Section 3.6 entitled Housing Supply is hereby added to the Plan.

3.6 Housing Supply

1. To provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents, the City shall:

- i) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through *residential intensification* and *redevelopment* and on lands which are *designated and available* for residential development; and
- ii) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a 3 year supply of *residential units* available through lands suitably zoned to facilitate *residential intensification* and *redevelopment* and land in draft approved and registered plans.

ITEM 12: The purpose of 'ITEM 12' is to renumber Section 2.4.5 to Section 3.7 and amend to update schedule numbers, policy references and terminology.

Section 2.4.5 Built-up Area and General Intensification is hereby renumbered and amended as follows:

~~2.4.5~~ **3.7** *Built-up Area* and General Intensification

1. To ensure development proceeds in accordance with the objectives of Section ~~2.4.2~~ **3.1** and to achieve the ~~Growth Plan~~ *intensification targets of this Plan*, significant portions of new residential and employment growth will be accommodated within the *built-up areas* through *intensification*.
 2. 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.~~45~~ 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~~ **3.** Within the *built-up area* the following general intensification policies shall apply:
- a-i) ~~B~~ 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~~. Provisions may be made for the fulfillment of this target sooner than 2015.
 - b ii) ~~F~~ 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".
 - e iii) ~~V~~ vacant or underutilized lots, *greyfield*, and *brownfield sites* will be revitalized through the promotion of *infill development*, *redevelopment* and expansions or conversions of existing buildings.
 - e iv) ~~F~~ 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 v) ~~A~~ a range and mix of housing will be planned, taking into account affordable housing needs and encouraging the creation of ~~secondary suites~~ **accessory apartments** throughout the *built-up area*.
 - f vi) ~~I~~ *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 ~~vii)~~ The City will plan for high quality public open space with site design and urban design standards that create attractive and vibrant spaces.
- h ~~viii)~~ Development will support transit, walking, cycling for everyday activities.
- i ~~ix)~~ The City will identify the appropriate type and scale of development within *intensification areas* and facilitate *infill development* where appropriate.

ITEM 13: The purpose of 'ITEM 13' is to renumber Section 2.4.6 Urban Growth Centre (Downtown Guelph) to Section 3.8 and amend to modify terminology for Downtown.

Section 2.4.6 Urban Growth Centre (Downtown Guelph) is hereby renumbered and amended as follows:

~~2.4.6~~ **3.8** Urban Growth Centre (Downtown Guelph)

1. 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 **the** detailed secondary plan for Downtown. **The Urban Growth Centre is hereafter referred to as Downtown.**
2. 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.
3. ~~The D~~ Downtown will be maintained and strengthened as the heart of the community and will be the preferred location for *major office* and **major** institutional uses as well as major transit infrastructure including a major transit station.

~~2.4.6.1~~ **4.** Downtown Guelph will be planned and designed to:

- a) ~~i)~~ Achieve a minimum *density target* of 150 people and jobs combined per hectare by 2031, which is measured across the entire Downtown;
- b) ~~ii)~~ Serve as a high density major *employment area* that will attract provincially and potentially nationally and internationally significant uses;
- c) ~~iii)~~ 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) ~~iv)~~ Maintain, enhance and promote *cultural heritage resources*, the natural heritage system, unique streetscapes and landmarks within the Downtown;
- e) ~~v)~~ Develop additional public *infrastructure* and services; public open space; and tourist, recreational, entertainment, and cultural facilities within the Downtown; and
- f) ~~vi)~~ Accommodate a major transit station and associated *multi modal* transportation facilities within the Downtown, which facilitates both inter and intra-city transit service.

ITEM 14: The purpose of 'ITEM 14' is to renumber section 2.4.7 Major Transit Station Area to Section 3.9 and amend to remove the definition from the policy.

Section 2.4.7 Major Transit Station Area is hereby renumbered and amended as follows:

~~2.4.7~~ **3.9** Major Transit Station Area

1. In keeping with the vision for a complete and transit supportive community, a ~~portion of Downtown Guelph~~ is identified as a *major transit station area*. The *major transit station area* will support both inter-city transit service as well as local transit service and function as the central hub providing connections within and outside the City.

~~2.4.7.1~~ 2. The *major transit station area* is ~~defined generally as the area within approximately 500 m, or a 10 minute walk from a transit station or major bus depot. Within this area, development will generally be planned and designed to:~~

- a) i) achieve increased residential and employment densities that support and ensure the viability of existing and planned transit infrastructure and service;
- b) ii) achieve a mix of residential, office, institutional and commercial *development*, where appropriate; and
- c) iii) provide access from various transportation modes to the transit facility including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

ITEM 15: The purpose of 'ITEM 15' is to renumber section 2.4.8 Intensification Corridors to section 3.10 and amend to provide a new policy providing direction for development within the corridors.

Section 2.4.8 Intensification Corridors is hereby renumbered and amended as follows:

~~2.4.8~~ **3.10** Intensification Corridors

1. *Intensification Corridors* are identified on Schedule 1~~B~~ of this Plan and will be planned to provide for mixed-use development in proximity to transit services at appropriate locations.

~~2.4.8.1~~ 2. *Intensification corridors* will be planned to achieve:

- a) i) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;
- b) ii) a mix of residential, office, institutional, and commercial development where appropriate; and
- c) iii) a range of local services, including recreational, cultural and entertainment uses where appropriate.

3. ***Development within intensification corridors identified on Schedule 1 will be directed and oriented toward arterial and collector roads.***

ITEM 16: The purpose of 'Item 16' is to renumber Section 2.4.9 Community Mixed Use Nodes to Section 3.11, amend spelling and terminology, and add new subsections 3.11.3 to 3.11.7 to address the long-term evolution of the nodes and the requirements for concept plans for new major development.

Section 2.4.9 Community Mixed Use Nodes is hereby renumbered and amended as follows:

~~2.4.9~~ **3.11** Community ~~Mixed-~~ ~~Use~~ Nodes

1. Community ~~Mixed-~~ ~~Use~~ ~~Nodes~~ **Nodes** are identified on Schedule 1B. These areas will be planned for higher density mixed-uses including residential and employment uses, as well as a wide range of retail, service, entertainment, recreational **and** commercial uses that serve the local and wider community.

~~2.4.9.1~~ 2. The ~~Community Mixed-~~ ~~Use~~ ~~Nodes~~ will be planned and designed to:

- ~~a)~~ i) be well served by transit and facilitate pedestrian and cycling traffic;
- ~~b)~~ ii) provide a mix of commercial, offices and residential development in a higher density *compact urban form* that supports *walkable communities* and *live/work* opportunities; and
- ~~c)~~ iii) allow complementary uses such as open space, institutional, cultural and educational uses, hotels and *live/work* studios.

3. **Community Mixed-use Nodes are intended to realize, in the long term, an urban village concept through a mix of uses in a compact urban form with a Main Street experience and attractive private and public open spaces, such as urban squares.**

4. **Community Mixed-use Nodes will evolve over the Plan horizon and beyond through *intensification* and *redevelopment* to provide a compact built form. Commercial uses within the Nodes will be integrated more fully with surrounding land uses and will accommodate mixed-use buildings.**

5. **New major *development* within areas identified as Community Mixed-use Nodes will demonstrate through concept plans how the proposed *development* meets the policies and objectives of this Plan.**

6. **Concept plans will be developed by the City or by a *development* proponent in consultation with the City prior to the approval of new major *development* proposals within Community Mixed-use Nodes. The concept plan will include but not be limited to the following:**

- i) **linkages between properties, buildings and uses of land both within and adjacent to the Node;**
- ii) **identification of an appropriate location for a Main Street area;**
- iii) **locations of new public and/or private streets and laneways;**
- iv) **locations of open space on the site such as urban squares;**
- v) **general massing and location of buildings that establish a**

- vi) transition to the surrounding community;
- vi) pedestrian, cycling and transit facilities; and
- vii) *heritage attributes* to be retained, conserved and/or rehabilitated.

7. Applications for *Zoning By-law* amendments and site plans, or any phases thereof, for properties subject to a concept plan shall demonstrate to the City's satisfaction that the proposed *development* is generally consistent with the concept plan.

ITEM 17: The purpose of 'Item 17' is to renumber section 2.4.10 Greenfield Areas to Section 3.12 and amend to update a schedule reference and correct spelling.

Section 2.4.10 Greenfield Areas is hereby renumbered and amended as follows:

~~2.4.10~~ **3.12** Greenfield Areas

1. The *greenfield area* is identified on Schedule 1B of this Plan. The *greenfield area* will be planned and designed in a manner which will contribute to the City's overall vision of a diverse and *complete community*. *Development* within *greenfield areas* must be compact and occur at densities that support *walkable communities*, cycling and transit and promote *live/work* opportunities.

~~2.4.10.1~~ 2. The *greenfield area* will be planned and designed to:

- a) i) achieve an overall minimum *density* target that is not less than 50 residents and jobs combined per hectare in accordance with the *Growth Plan* policies. The density target will be measured in accordance with the provisions of subsection 2.2.7.3 of the *Growth Plan* over the entire designated *greenfield area* to be developed;
- b) ii) ensure that new *development* is designed to promote energy conservation, *alternative* and/or *renewable energy systems*; and water conservation;
- c) iii) create street configurations, densities, and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;
- d) iv) provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
- e) v) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling;
- f) vi) promote, where appropriate through secondary planning, the development of identifiable, pedestrian oriented neighbourhood scale 'urban villages' through the use of medium and high density, street-related built form that contains a mix of commercial, residential and employment uses, as well as supporting *live/work* opportunities. These centres will be designed around active public spaces and streets and pedestrian access that is well-linked to the surrounding neighbourhood through walking, cycling and public transit; and
- g) vii) develop and implement policies, including phasing policies and other strategies to achieve the *intensification* and *density targets* of this Plan.

ITEM 18: The purpose of 'Item 18' is to renumber Section 2.4.11 Affordable Housing to Section 3.13 and amend the numbering of the subsections.

Section 2.4.11 Affordable Housing is hereby renumbered as follows:

~~2.4.11~~**3.13** Affordable Housing

1. In order to maintain and enhance a healthy and *complete community*, the City will make provisions for an adequate range of housing type and affordability options by:
 - a) **i)** establishing and implementing minimum housing targets for the provision of housing that is affordable to *low and moderate income households*, in consultation with the County of Wellington; and
 - b) **ii)** permitting and facilitating all forms of housing required to meet social, health and well-being requirements, including *special needs* requirements of current and future residents.

ITEM 19: The purpose of 'Item 19' is to renumber Section 2.4.12 Employment Lands to Section 3.14 and amend to update references to policy numbers and add policies related to regeneration areas and Greenfield area density targets.

Section 2.4.12 Employment Lands is hereby renumbered and amended as follows:

~~2.4.12~~**3.14** Employment Lands

1. As part of fostering a complete and healthy community, the City shall promote economic development and competitiveness and ensure that there is an adequate supply of land for a variety of employment uses to accommodate the forecasted growth in Section 2.4.3 of this Plan by:
 - a) **i)** planning to accommodate the employment growth forecast of a minimum of 92,000 jobs city wide by the year 2031;
 - b) **ii)** providing for an appropriate mix and range of employment uses including, industrial, commercial, and institutional uses to meet long term needs;
 - c) **iii)** providing opportunities for diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and *ancillary* uses and take into account the needs of existing and future businesses;
 - d) **iv)** planning for, protecting, and preserving *employment areas* for current and future uses;
 - e) **v)** ensuring the necessary infrastructure is provided to meet current and future employment needs;
 - f) **vi)** directing *major office* and appropriate **major** institutional uses **primarily locate to Downtown Guelph or in areas with existing frequent transit service or existing or planned higher order transit service**; and
 - g) **vii)** planning for, and facilitating the development of, employment lands that are *transit-supportive*, **are compact in built form**, and minimize surface parking.

- ~~2.4.12.1~~ **2. To ensure that adequate land is available to meet future employment needs, t**~~he conversion of lands within *employment areas*;~~

~~which are not Downtown,~~ to non-employment use(s) may only be permitted through a *municipal comprehensive review* where it has been demonstrated that:

- i) there is a need for the conversion at the proposed location on the basis that there are no alternative location(s) within the City where the use could be accommodated in conformity with the Official Plan;
- ii) the conversion will not compromise the City's ability to meet the employment forecasts of **this Plan Section 2.4.3**;
- iii) the conversion will not adversely affect the overall viability of the *employment area* and achievement of the *intensification target* ~~set out in Section 2.4.5.1 a)~~, density targets ~~set out in Sections 2.4.6.1 a) and 2.4.10.1 a)~~, and other policies of this Plan;
- iv) there is existing or planned infrastructure to accommodate the proposed conversion;
- v) the lands are not required over the long term for the employment purposes for which they are designated; and
- vi) cross-jurisdictional issues have been considered.

2.4.12.2 **3.** For the purposes of policy **3.14.2**, ~~2.4.12.1 major retail uses~~ are non-employment uses.

2.4.12.3 **4.** Policy ~~2.4.12.1 3.14.2~~ **only applies** ~~does not apply~~ to *employment areas* that are located within the **not Downtown or regeneration areas**. For employment areas that are located within the **Downtown or regeneration areas**, Policy 1.3.2 of the Provincial Policy Statement, 2005 applies.

5. Regeneration areas are areas where a transition of use from industrial to another use is anticipated during the planning horizon of this Plan. Typically, these areas consist of isolated or fragmented sites outside of established or proposed industrial or business parks. The transition of use may be desirable to support improved land use compatibility or to promote reinvestment in underutilized areas of the City. The City may conduct planning studies to determine appropriate future uses for regeneration areas.

6. Employment lands within the *greenfield area* will be planned to contribute toward the achievement of the overall *density target* for the *greenfield area* over the long term. The following *density targets* have been established for monitoring purposes:

- i) Lands designated as Industrial within the *greenfield area* will be planned to achieve a *density target* of 36 jobs per hectare;
- ii) Lands designated Corporate Business Park within the *greenfield area* will be planned to achieve a *density target* of 70 jobs per hectare;
- iii) An overall average *density target* for employment lands within the *greenfield area* of 46 jobs per hectare.

7. Employment lands within the *greenfield area* will be designated to permit a range and mix of uses which support the achievement of the *density targets* identified in policy 3.14.6.
8. Employment uses that generate low job densities are generally encouraged to locate on appropriately designated lands within the *built-up area* of the City where there is convenient access to provincial highways or rail lines.

ITEM 20: The purpose of 'Item 20' is renumber section 2.4.13 Transportation to Section 3.15 and amend to provide clarity to policy 3.15.4.

Section 2.4.13 Transportation is hereby renumbered and amended as follows:

~~2.4.13~~ 3.15 Transportation

1. The City's transportation system will be planned and managed to:

- a) **i)** provide connectivity among transportation modes for moving people and goods;
- b) **ii)** offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking;
- c) **iii)** be sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making;
- d) **iv)** offer *multi-modal* access to jobs, housing, schools, cultural and recreational opportunities, and goods and services;
- e) **v)** provide for the safety of system users; and
- f) **vii)** ensure coordination between transportation system planning, land use planning, and transportation investment.

~~2.4.13.1~~ 2. In planning for the development, optimization, and/or expansion of new or existing transportation infrastructure the City will:

- a) **i)** consider increased opportunities for moving people and moving goods by rail, where appropriate;
- b) **ii)** consider separation of modes within *transportation corridors*, where appropriate;
- c) **iii)** use transit infrastructure to shape growth and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;
- d) **iv)** place priority on increasing the capacity of existing transit systems to support *intensification areas*;
- e) **v)** expand transit service to areas that have achieved, or are planned to achieve, *transit-supportive* residential and employment densities, together with a mix of residential, office, institutional and commercial development wherever possible;
- f) **vi)** facilitate improved linkages from nearby neighbourhoods to Downtown Guelph, and other *intensification areas*; and
- g) **vii)** increase the *modal share* of transit.

- 2.4.13.2 ~~3.~~ The City will develop and implement ~~Transportation~~ Demand Management (TDM) policies within this Plan and other transportation planning documents with the objective to reduce trip distance and time, and increase the *modal share* of alternatives to the automobile.
- 2.4.13.3 ~~4.~~ Public transit will be the first priority for **vehicular** transportation infrastructure planning **and transportation investments**.
- 2.4.13.5 ~~5.~~ The City will ensure that pedestrian and bicycle networks are integrated into transportation planning to:
 - a) ~~i)~~ provide safe, comfortable travel for pedestrians and bicyclists within existing communities and new *development*; and
 - b) ~~ii)~~ provide linkages between *intensification areas*, adjacent neighbourhoods, and transit stations, including dedicated lane space for bicyclists on the major street network where feasible.

Item 21: The purpose of 'Item 21' is to renumber section 2.4.14 Natural Heritage System to Section 3.16 Natural Heritage System.

Section 2.4.14 entitled Natural Heritage System is hereby renumbered to Section 3.16.

ITEM 22: The purpose of 'Item 22' is to renumber section 2.4.15 Culture of Conservation to section 3.17 and amend to remove details of energy conservation which are addressed through a new section.

Section 2.4.15 Culture of Conservation is hereby renumbered and amended as follows:

~~2.4.15~~ **3.17** Culture of Conservation

1. The City will develop and implement policies and other strategies in support of the following conservation objectives:
 - a) ~~i)~~ **W**ater conservation including water demand management for the efficient use of water and water recycling to maximize the reuse and recycling of water.
 - b) ~~ii)~~ **A**sustainable groundwater supply and waste-water system that ensures water quality and quantity is protected, improved, or restored.
 - e) ~~iii)~~ **E**nergy conservation, including:
 - i) ~~energy conservation for municipally owned facilities;~~
 - ii) ~~identification of opportunities for renewable energy generation and distribution;~~
 - iii) ~~energy demand management to reduce energy consumption; and~~
 - iv) ~~land use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for cogeneration.~~
 - d) ~~iv)~~ **P**rotection of air quality, including the reduction of emissions;
 - e) ~~v)~~ **I**ntegrated waste management to enhance waste reduction, composting and recycling and the identification of new opportunities for source reduction, reuse, and diversion where appropriate; **and**
 - f) ~~vi)~~ **C**ultural heritage conservation, including conservation of *cultural heritage* and *archaeological resources*, where feasible.

ITEM 23: The purpose of 'Item 23' is to add a new section 3.18 Energy Sustainability to provide policy details with respect to energy conservation.

The following new section 3.18 entitled Energy Sustainability is hereby added to the Plan.

3.18 Energy Sustainability

1. The City will reduce energy consumption and promote *renewable* and *alternative energy systems* by developing policies and programs for:
 - i) implementing energy conservation for municipally owned facilities;
 - ii) identifying and implementing opportunities for renewable and alternative energy generation and distribution;
 - iii) developing and implementing energy demand management to reduce energy consumption;
 - iv) establishing land use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for *district energy*; and
 - v) conserving energy by encouraging renovation and efficient design of buildings and *development*.

ITEM 24: The purpose of 'Item 24' is to renumber section 2.4.16 Water and Wastewater Systems to Section 3.19.

Section 2.4.16 entitled Water and Wastewater Systems is hereby renumbered to Section 3.19 as follows:

~~2.4.16~~ **3.19** Water and Wastewater Systems

1. Construction of new, or expansion of existing, municipal or private communal water and wastewater systems should only be considered where the following conditions are met:
 - a) i) strategies for water conservation and other water demand management initiatives are being implemented in the existing service area; and
 - b) ii) plans for expansion or for new services are to serve growth in a manner that supports achievement of the *intensification* and *density targets* of this Plan.

ITEM 25: The purpose of 'Item 25' is to renumber section 2.4.17 Community Infrastructure to section 3.20 and amend wording of one statement.

Section 2.4.17 Community Infrastructure is hereby renumbered and amended as follows:

~~2.4.17~~ **3.20** Community Infrastructure

- 2.4.17.1. Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement ~~development~~ **the objectives of this Plan.**

- 2.4.17.2. Planning for growth will take into account the availability and location of existing and planned *community infrastructure* so that *community infrastructure* can be provided efficiently and effectively.
- 2.4.17.3. An appropriate range of *community infrastructure* should be planned to meet the needs resulting from population changes and to foster complete communities.
- 2.4.17.4. Services planning, funding and delivery sectors are encouraged to develop a *community infrastructure* strategy to facilitate the co-ordination and planning of *community infrastructure* with land use, infrastructure and investment through a collaborative and consultative process.

ITEM 26: The purpose of 'Item 26' is to renumber policies 2.4.14.3 and 2.4.14.4 to add them to the new Section 3.20 Community Infrastructure.

Policies 2.4.14.2 and 2.4.14.4 are hereby renumbered and amended as follows:

- ~~2.4.14.3~~ **5.** The City will work with the Grand River Conservation Authority, non-governmental organizations, and other interested parties to encourage and develop a system of publicly accessible parkland, open space and trails, including shoreline areas that:
 - a) **i)** clearly demarcates where public access is and is not permitted;
 - b) **ii)** is based on a co-ordinated approach to trail planning and development; and
 - e) **iii)** is based on good land stewardship practices for public and private lands.
- ~~2.4.14.4~~ **6.** The City will encourage an urban open space system that may include rooftop gardens, **urban squares**, communal courtyards, and public parks.

ITEM 27: The purpose of 'Item 27' is to add a new Section 3.21 Managing Growth. This new section updates and revises policies related to Staging of Development and the Development Priorities Plan.

Section 3.21 entitled Managing Growth is hereby added to the Plan.

3.21 Managing Growth

Objectives

- a) To ensure *development* is staged in a logical and economical manner in keeping with the City's growth management objectives.
- b) To manage the rate and timing of growth and monitor the achievement of the City's growth management objectives through an annual Development Priorities Plan.

3.21.1 Staging of Development

- 1. *Development* will be staged relative to a program for orderly extension, repair and upgrading of municipal trunk storm and

sanitary sewers and watermains.

2. The rate and direction of *development* in the City will be guided by the growth management objectives and policies of this Plan including the City's ability to provide and extend municipal services as required and by the City's ability to meet the financial obligations for the provision of required services. Schedule 5 outlines in general terms the sequencing of servicing infrastructure within the City.
 - i) Stage 1
Stage 1 includes the *built-up area* of the City and other areas of the City where municipal trunk storm and sanitary sewers and watermains are presently available. The *built-up area* included within Stage 1 will continue to be the subject of development over the planning period to meet the minimum *intensification target* of this Plan. Priority for the upgrading of municipal services will be given to Downtown and *intensification areas*.
 - ii) Stage 2
The Stage 2 area represents the logical extension of municipal services to support new urban development. The annual Development Priorities Plan will be used to identify priorities for the servicing of new *plans of subdivision*. The provision of servicing in Stage 2 areas will be governed by the City's capital budget process.
 - iii) Stage 3
The Stage 3 area corresponds generally to the area known as the Guelph Innovation District. This area is within the Eramosa/Blue Springs subwatershed planning area and is subject to a secondary plan process. The provision of servicing into this area will be identified through the Secondary Plan and through updates to subwatershed studies.
 - iv) Stage 4
The Stage 4 area corresponds to the Clair-Maltby area in south Guelph. A subwatershed study, secondary plan and related supportive studies are required for the entire Stage 4 area prior to any *development* occurring in this area. The provision of servicing into this area will be identified through the secondary plan process.
3. *Development* proposals will be evaluated based on their impact on existing municipal services. The City shall restrict or prohibit *development* where municipal services are not of sufficient capacity or are otherwise inadequate to service the proposed use of the lands.
4. Secondary Plans, implementing *Zoning By-laws* and associated amendment processes, will be used as a regulatory mechanism to

prevent pre-mature *development* of land that would not have adequate municipal services.

5. The extension of municipal trunk services to support new urban *development* within the *greenfield area* will be assigned to those areas where maximum efficiencies are achieved. The staging and other provisions of this Plan along with the City's Master Plans respecting water, wastewater and *transportation infrastructure* service provision and the annual Development Priorities Plan will be used to guide *development*. The City will provide new *infrastructure* where the City's staging policies and infrastructure financing capability are aligned.

3.21.2 Development Priorities Plan

1. The City will prepare a *Development Priorities Plan* (DPP) on an annual basis to manage and monitor growth and to define and prioritize the rate, timing and location of *development* in the City. Generally, the DPP:
 - i) monitors *development* activity to ensure that growth is consistent with population forecasts, *intensification targets* for the *built-up* area and *density targets* for the *greenfield area*;
 - ii) tracks the supply of *residential units* in accordance with the housing supply policies of this Plan;
 - iii) sets an annual limit for the creation of potential *dwelling units* from registered *plans of subdivision*; and
 - iv) assists with the integration of financial planning of growth related capital costs with land use planning and the timing of development in new growth areas.
2. The Development Priorities Plan will set out specific criteria for determining priorities for the rate, timing and location of development. The criteria will, at a minimum, address the following:
 - i) the realization of the goals, objectives and policies of the Official Plan;
 - ii) servicing capacity and availability of servicing;
 - iii) co-ordination and orderly provision of municipal services and community facilities;
 - iv) the City's financial considerations;
 - v) an effective and efficient growth pattern in both new and older, established areas of the City;
 - vi) achievement of the *density targets* for the *greenfield area*;
 - vii) achievement of the *intensification target* for the *built-up area*;
 - viii) provision of a mix of housing types and densities including *affordable housing*; and
 - ix) satisfaction of sustainability criteria and goals of the Community Energy Plan.

ITEM 28: The purpose of 'Item 28' is to delete Section 3: General Development in its entirety which includes the following subsections:

- 3.1: Introduction,
- 3.2 Community Form Statement
- 3.3 Urban Form Policies
- 3.4 Community Facilities
- 3.5 Cultural Heritage Resources
- 3.6 Urban Design
- 3.7 Barrier Free Environment
- 3.8 Energy Conservation and Climate Change Protection
- 3.9 Urban Fringe Areas
- 3.10 Urban/Rural Boundary.

These subsections have been replaced by updated and/or new policies in other sections of the Plan.

Section 3 entitled General Development is hereby deleted in its entirety.

Item 29: The purpose of 'Item 29' is to delete the following subsections from Section 4: Municipal Services:

- 4.1 Introduction
- 4.2 Staging of Development
- 4.3 Water Resources
- 4.4 Wastewater Treatment
- 4.5 Solid Waste Management
- 4.6 Other Servicing Considerations

These subsections have been replaced by updated and/or new policies in other sections of the Plan.

Subsections 4.1, 4.2, 4.3, 4.4, 4.5 and 4.6 of Section 4: Municipal Services are hereby deleted.

Item 30: The purpose of 'Item 30' is to renumber subsection 4.7 Community Improvement to section 10.3 Community Improvement.

Subsection 4.7 Community Improvement is hereby renumbered to 10.3 Community Improvement.

Item 31: The purpose of 'Item 31' is to delete the Section 5: Development Constraints in its entirety which includes the following subsections:

- 5.1 Introduction
- 5.2 Flood Plains
- 5.3 Steep Slope, Erosion Hazard Lands and Unstable Soils
- 5.4 Mineral Aggregate Resource Areas
- 5.5 Landfill Constraint Areas
- 5.6 Potentially Contaminated Properties
- 5.7 Arkell Springs Water Resource Protection Area

These subsections have been replaced by updated and/or new policies in other sections of the Plan.

Section 5 Development Constraints, including subsections 5.1 – 5.7, is hereby deleted in its entirety.

Item 32: The purpose of 'Item 32' is to add a new Chapter 4 entitled Protecting What is Valuable including section 4.1 (reserved for future use), section 4.2 (reserved for future use) and section 4.3 Watershed Planning and Water Resources which updates and replaces the former policies related to watershed planning, water resources protection and conservation and source protection.

The following new Chapter 4 entitled Protecting What is Valuable and Sections 4.1, 4.2 and Section 4.3 Watershed Planning is hereby added to the Official Plan:

4 Protecting What is Valuable

4.1

4.2

4.3 Watershed Planning and Water Resources

Protection, conservation and enhancement of the City's water resources are integral to sustaining the environmental, social and economic well-being of the community. The City employs a *watershed*/subwatershed based planning approach to inform broader scale natural heritage, land use and infrastructure planning policy. The City emphasizes water resource protection and conservation, ensuring long term safety and security through the identification of potential quality and quantity threats to surface water and *groundwater* resources. Additional measures to protect the City's existing and future sources of water supply are anticipated through the development and implementation of a Source Protection Plan.

Objectives

- a) To use a *watershed*/subwatershed planning systems approach to inform the identification, evaluation and protection of the natural environment.
- b) To protect, improve or restore the quality and quantity of the City's surface water and *groundwater* resources through municipal initiatives and community stewardship.
- c) To practice and encourage effective management of stormwater drainage in order to maintain or enhance the water resources of the City.
- d) To use stormwater management to assist in regulating the quantity and quality of stormwater run-off to receiving natural watercourses, wetlands and recharge facilities.
- e) To work with the Grand River Conservation Authority and Lake Erie Source Protection Committee to develop a Source Protection Plan.

4.3.1 Watershed Planning

1. The City will use *watershed*/subwatershed planning as a basis for environmental, land use and infrastructure planning. Subwatershed planning informs the Natural Heritage System and may serve as a comprehensive *Environmental Impact Study* framework but will not replace the need for detailed *Environmental Impact Studies* required in support of *development* applications.
2. The City will work with the Grand River Conservation Authority, stakeholders and other agencies to develop and implement *watershed*, subwatershed, master drainage and Stormwater Management Plans.
3. *Watershed*/subwatershed studies will be used:
 - i) to identify *surface water features, groundwater features, hydrologic functions* and *natural heritage features* and linkages which are necessary for the ecological and hydrological integrity of the *watershed*;
 - ii) to ensure linkages and related functions among *surface water features, groundwater features, hydrologic functions* and *natural heritage features* are maintained;
 - iii) as the basis for stormwater management plans, augmenting *natural heritage feature* protection, *restoration* and enhancement where applicable and the requirements for major municipal *infrastructure*;
 - iv) to provide guidance for monitoring, mitigation measures and alternative development approaches within the *watershed* with the intended purpose of maintaining and enhancing the health and quality of *surface water* and *groundwater features, natural heritage features* and associated *ecological and hydrological functions* within the subwatershed; and
 - v) to inform and assist in the land use planning process.
4. Planning studies and *development* applications will take into account the recommendations of *watershed*/subwatershed studies and related master plans. Schedule 4A displays the *surface water features* of the City including its rivers, creeks and wetland areas.
5. The City will establish environmental monitoring programs within *watershed* and subwatershed planning areas of the City, with community partners and appropriate government agencies including the Grand River Conservation Authority. These monitoring programs will:
 - i) assess impacts on *natural heritage features* and *ecological functions* during construction;
 - ii) assess longer term impacts on *natural heritage features* and *ecological functions* through benchmarking studies; and
 - iii) assist in identifying corrective or mitigation measures in

instances where *negative impacts to natural heritage features and ecological functions* have been identified.

6. The findings and recommendations of *watershed/subwatershed studies and Environmental Impact Studies* may be used for initial benchmarking for monitoring and implementation of mitigation measures.
7. Through the *development* review process for lands within *watershed* and subwatershed planning areas, the City will encourage *development* proponents to prepare information devices including signage, homeowner brochures and other similar means that will assist in explaining the ecosystem approach used to protect the City's Natural Heritage System.

4.3.2 Water Resource Protection and Conservation

1. The City will protect, improve or restore the quality and quantity of water by:
 - i) minimizing potential *negative impacts*, including cross-jurisdictional and cross-*watershed* impacts;
 - ii) implementing necessary restrictions on *development* and *site alteration* to protect all municipal drinking water supplies and designated *vulnerable areas*;
 - iii) promoting efficient and sustainable use of water resources, including practices for water conservation and sustaining water quality; and
 - iv) ensuring stormwater management practices minimize stormwater volumes and contaminant loads.
2. Reduction in water consumption will be encouraged through upgrading/retrofitting of existing buildings and facilities. The City may require a Water Conservation Efficiency Study in conjunction with new *development*.
3. Landscaping and maintenance practices that minimize water consumption and reduce the use of potable water for irrigation associated with *development* are encouraged.
4. The use of potable water for outdoor watering is discouraged.
5. The City will increase the use of low maintenance and drought tolerant landscaping at municipal facilities.
6. The City will encourage and implement *Low Impact Development (LID)* where appropriate.
7. Alternative water supply and demand management systems such as rain water harvesting and grey water reuse is encouraged throughout the city and in all new *development*.
8. The City will ensure, through consultation with the Province and

the Grand River Conservation Authority, that all *development* meets provincial water quality and quantity objectives for surface water and *groundwater*.

9. The City will ensure that *development* activities do not impair the future ability of the area's *groundwater* and surface water resources to provide a quality water supply to satisfy the residential and business needs of the city and to sustain the area's natural ecosystem.
10. *Development* shall be restricted in or near *sensitive surface water features* and *sensitive groundwater features* and tributaries such that these features and their related *hydrologic functions* and water quality functions shall be protected, improved or restored. Mitigative measures and/or alternative *development* approaches may be required to protect, improve or restore *sensitive surface water features*, *sensitive groundwater features* and their *hydrologic functions*.
11. The City will implement the recommendations of the Water Conservation and Efficiency Strategy Update (2009) or successor thereto.

4.3.3 Source Protection

Source protection planning is designed to protect existing and future sources of municipal drinking water thereby safeguarding human health and the environment. A Source Protection Plan is being developed by the Lake Erie Source Protection Committee. The Source Protection Plan will place restrictions on land use activities within Wellhead Protection Areas, Intake Protection Zones and Issues Contributing Areas. Once approved by the Ministry of the Environment, the Source Protection Plan policies will be incorporated into this Plan through amendment. In the interim, the City will continue to place restrictions on land use activities that have the potential to impact the City's water supply and may implement risk management measures required by the *Clean Water Act*.

1. The entire City area is considered to be a recharge area for municipal drinking water supply. To protect this valuable water resource, the City will introduce conditions of *development* approval that:
 - i) protect wetlands and other areas that make significant contributions to *groundwater* recharge;
 - ii) ensure that stormwater management systems protect water quality and quantity;
 - iii) require all storage of liquid waste, petroleum, fuels, solvents, fertilizers and related chemicals be provided for in properly designed and engineered containment areas in accordance with all applicable policies, guidelines, technical standards and legislation;
 - iv) restrict the placement of underground chemical/fuel storage tanks;

- v) require impact studies and risk management plans where proposed *development* has the potential to affect the quantity or quality of *groundwater* resources;
- vi) require that contaminated properties be restored to the appropriate condition in compliance with applicable Provincial legislation and regulations;
- vii) place restrictions on land use in areas of greatest risk to contamination of *groundwater* resources. Uses that may be restricted include, but are not limited to: industrial landfills, lagoons, waste disposal facilities, asphalt and concrete batching plants, the storage or processing of chemical products, gasoline or oil depots and service stations, and vehicle salvage, maintenance, service yards and other activities identified as significant drinking water threats; and
- viii) may require risk management measures for specific land uses and prescribed drinking water threat activities, in Wellhead Protection Areas A, B and C identified on Schedule 8.

2. The City's Wellhead Protection Areas, Intake Protection Zones and Issues Contributing Areas extend into the County of Wellington and the Region of Halton. The City will work co-operatively with the upper and lower tier municipalities within Wellington County and Halton Region to develop source protection policies to ensure the long-term protection of the water resources of all these municipalities.
3. The City may require that technical studies be prepared by a qualified professional to assess and mitigate the potential impacts of a proposed *development* application within the City's wellhead protection areas as part of a complete application. These studies may include but are not limited to a Disclosure Report, detailed Hydrogeological Study and a Spill Prevention and Contingency Plan.
4. Interim Risk Management Plans may be required to reduce the risk of significant drinking water threat activities identified through the Assessment Reports or by other means.

Item 33: The purpose of 'Item 33' is to add a new section 4.4 Public Health and Safety which updates and replaces the former policies related to floodplains, erosion hazards and hazardous sites, landfill constraint areas, potentially contaminated properties and noise and vibration.

The following new Section 4.4 Public Health and Safety is hereby added to the Official Plan:

4.4 Public Health and Safety

Natural and human-made hazards pose threats to human health, safety and well-being. *Natural hazards* are naturally occurring processes that create unsafe conditions for *development* generally identified as flooding, erosion and unstable soils. Human-made hazards are the result of human activities on the landscape and include contaminated sites and *mineral aggregate operations*. *Development* on or

adjacent to former *landfill sites* or potentially contaminated sites must be carefully managed to reduce risks to human and environmental health.

Natural and human made hazards may result in constraints to *development* on affected and *adjacent lands*. Precautionary and proactive policy that directs and manages *development* within or adjacent to these areas is intended to ensure safety and prevent loss of life, reduce property damage, limit social disruption and minimize public and private expenditures.

4.4.1 Floodplains

Development or *redevelopment* is not permitted within the *regulatory floodplain* because of inherent dangers, such as loss of life, property damage and social disruption, should flooding occur, except in special circumstances where the general prohibition of new *development* or *redevelopment* in *floodplain* areas of historic communities is not practical. The One Zone area is used in those instances where the City prohibits *development* within the entire *floodplain* area. The One Zone areas are identified in association with rivers and creeks throughout the City where buildings/structures generally do not currently exist within the *floodplain*.

Two Zone and Special Policy Area provisions may be selectively applied where *development*, *redevelopment* and rehabilitation of buildings and structures in these areas is considered vital to the continued economic and social viability of the City. The Province, in co-operation with the Grand River Conservation Authority and the City, has established Two Zone and Special Policy Areas within the City. In Two Zone and Special Policy Areas, the *floodway* and *flood fringe* areas are clearly delineated and the policies allow for *development* and *redevelopment* provided it meets the specific area *flood* proofing requirements.

Objectives

- a) To minimize conditions which may be hazardous to human life or may cause significant property damage due to flooding.
- b) To prevent the creation of new hazards caused by *development* within *floodplains* in new growth areas of the city and ensure existing hazards are not aggravated.
- c) To recognize existing *development* within the *floodplain*, and where *flooding hazards* will not be aggravated, provide for infill and *redevelopment* within the approved Two-Zone and Special Policy Areas.

Policies

1. Lands adjacent to rivers and streams within the City may be subject to flooding conditions. The areas subject to flooding are defined by the *Regulatory Flood* and delineated by the Grand River Conservation Authority as identified One Zone, Two Zone and Special Policy *flood plain* areas on Schedule 3.

2. The One Zone policy for *floodplain* management will be applied to all *flood plains* except where a Two Zone policy or Special Policy Area is designated through this Plan.
3. *Development* within *floodplain* areas shall be consistent with the *flood plain* and riverine *flooding hazard* policies and regulations of the Grand River Conservation Authority, as amended from time to time as well as the provisions of this Plan.
4. *Development* shall generally be directed to areas outside *hazardous lands* adjacent to rivers, streams and inland lake systems which are impacted by *flooding hazards* and/or *erosion hazards* except as provided for in the Two Zone and Special Policy Area policies.
5. *Development* within a *floodway* shall not be permitted regardless of whether the area of inundation contains high points of land not subject to flooding, except as provided for in the Two Zone and Special Policy Area policies.
6. This Plan recognizes special circumstances in the older, established areas of the City. Where the Two Zone and Special Policy Area policies have been approved by the Province, the Grand River Conservation Authority and the City, *development* and *redevelopment* may be allowed within portions of the *floodway* and the *flood fringe*, subject to the provisions of this Section.
7. The following uses shall not be permitted within the *Regulatory Floodplain* including the Two Zone and Special Policy Areas:
 - i) institutional uses associated with hospitals, *nursing homes*, pre-school, school nurseries, child care centres and schools where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, the failure of *floodproofing* measures and/or protection works, and/or erosion;
 - ii) *essential* emergency service such as that provided by fire, police and ambulance stations and electrical substations which would be impaired during an emergency as a result of flooding, the failure of *floodproofing* measures and/or protection works, and/or erosion; and
 - iii) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.
8. Existing *essential* services, such as, fire, police and ambulance services that wish to expand or renovate will be encouraged to relocate to a site outside of the *floodplain* area.
9. The City and the Grand River Conservation Authority will give consideration to a program of structural improvements, as well as other *flood* control works, to reduce the risk of *flood* within the

floodplains.

10. Council shall maintain its Emergency Response Plan to ensure a prompt response and the co-ordination of all required services in the event of a *flood* emergency.
11. The City will continue to co-operate with the Grand River Conservation Authority in the operation of the Grand River *watershed flood* warning system.
12. The *floodlines*, that delimit the *floodplains* of this Plan, may be revised by amendment to this Plan where more current mapping becomes available or where *flood* control or other works alter or eliminate the *flood* prone area.
13. Notwithstanding policy 4.4.1.12, minor refinements to the *regulatory floodlines* can be made without an amendment to this Plan.

One Zone Floodplain

14. No *development* is permitted within the One Zone Floodplain areas of the City.
15. Notwithstanding policy 4.4.1.14, minor additions or alterations to existing residential, industrial, commercial and institutional buildings or structures and non-habitable accessory buildings or structures may be permitted in accordance with the Grand River Conservation Authority regulations made under the *Conservation Authorities Act*, and the provisions of this Plan.
16. The following passive uses may be permitted in the One Zone Floodplain subject to the applicable provisions of this Plan:
 - i) outdoor recreation, excluding buildings and structures;
 - ii) open space and conservation areas;
 - iii) wildlife sanctuaries;
 - iv) nurseries and forestry; and
 - v) *urban agriculture*, excluding buildings and structures.
17. This Plan does not imply that One Zone Floodplain lands are open to the general public or that such lands will be purchased by the City, or any other public agency.

Two Zone Floodplain

The Two Zone *floodways* of the Speed and Eramosa Rivers are defined as a component of the Significant Natural Areas designation. For a more specific definition of their extent, reference can be made to Schedule 3 where the *floodway* is illustrated.

18. No *development* is permitted within the *floodway*; however, existing buildings/structures within the *floodway* will be recognized as *legal non-conforming*.
19. The *floodway* may be used for:
 - i) outdoor recreation, including small, municipal ancillary buildings and structures (e.g. picnic shelters) provided that damage potential is minimized and proposed structures will not affect the hydraulic characteristics of the *floodplain*;
 - ii) open space and conservation areas;
 - iii) wildlife sanctuaries;
 - iv) nurseries and forestry; and
 - v) *urban agriculture*, excluding any buildings and structures
20. This Plan does not imply that *floodway* lands are open to the general public or that such lands will be purchased by the City or any other public agency.
21. *Floodway* lands will be zoned in an appropriate hazard category in the implementing *Zoning By-law*.
22. In spite of policies 4.4.1.18 and 4.4.1.19, the use of lands described as Part of Lots 1 and 2, Concession 2, Division "D", more particularly described as Parts 7, 8, 9, 10, 11 and 12, Reference Plan 61R-5491, being lands located on the north side of Woodlawn Road East and along the west side of the Speed River, shall be extended to include three additional land uses as follows: a private road; a day use parking area at the existing grade; a dry land access road bed to service the senior citizen's residential project located to the east.
23. The Two Zone *flood fringe* for the Speed and Eramosa Rivers is defined as the lands that lie outside the *floodway* but within the *regulatory floodlines* as identified on Schedule 3.
24. *Development/redevelopment* may be permitted within the *flood fringe* subject to the use, building and/or structure being *floodproofed* to the *regulatory flood level* as required by the Grand River Conservation Authority.
25. The permitted uses established for the Land Use designations on Schedule 2 may be permitted within the *flood fringe* subject to the Two Zone and Special Policy Area policies and the general prohibitions outlined in policy 4.4.1.7 within the *regulatory floodplain*. These lands will be zoned in the appropriate categories of the implementing *Zoning By-law*.

Special Policy Area (S.P.A.) Floodplain

26. Within the 'Special Policy Area (S.P.A.) Floodplain', identified on Schedule 3 of this Plan, the City, the Grand River Conservation Authority and the Province of Ontario have agreed to accept a

higher *flood* risk than would normally be acceptable. This higher *flood* risk permits the *development* of a limited amount of new buildings and structures on these lands.

27. The permitted uses within the 'S.P.A. Floodplain' are established by the land use designations shown on Schedule 2, subject to the prohibited uses outlined above in the General Floodplain policies. In addition, policy 4.4.1.7 is applicable within the 'S.P.A. Floodplain'.
28. *Development/redevelopment* is not permitted within the *floodway*.
29. Within the 'S.P.A. Floodplain' hotels and motels may only be permitted if the use can be *floodproofed* to the *regulatory flood level* and *safe access* can be provided.
30. Within the 'S.P.A. Floodplain' service stations, gas bars and other uses involving the manufacture, disposal, consumption or storage of chemical, flammable, explosive, toxic, corrosive or other dangerous materials shall not be permitted.
31. Within the 'S.P.A. Floodplain' parking facilities shall be designed to the satisfaction of the City and the Grand River Conservation Authority so as to minimize *flood* damage and potential *flood* flow interference.
32. The City's implementing *Zoning By-law* will outline specific use and building regulations for lands within the 'S.P.A. Floodplain'.
33. *Floodproofing* shall be required for all forms of building activity within the 'S.P.A. Floodplain' to the satisfaction of the City and the Grand River Conservation Authority. The following will give guidance to the *floodproofing* requirements:
 - i) any new building or structure shall be designed such that its structural integrity is maintained during a *regulatory flood*. In spite of the lower minimum levels specified by the policies of this subsection, every attempt should be made to *floodproof* buildings and structures to the *regulatory flood level*;
 - ii) various forms of *floodproofing*, as specified by the Province, may be used to achieve the necessary *floodproofing* requirements of this Plan; and
 - iii) the replacement of a building or structure on the footprint of a previous structure which has been destroyed or demolished by fire or natural causes will be permitted, provided the building or structure is not located within the *floodway*.

Floodproofing Requirements for Residential Uses within the 'S.P.A. Floodplain'

34. In addition to the requirements of policy 4.4.1.33, the following policies apply to the *renovation* of, intensification of, *conversion* to, *development* and *redevelopment* of residential uses.
1. *Renovation* of existing residential buildings may be permitted provided any new *habitable floor space* is no lower than the elevation of the existing ground floor level.
 2. *Residential intensification*, comprising the building of a new single/semi/duplex on an existing vacant lot, or adding an *accessory apartment* to an existing single/semi/duplex building or the creation of a new lot by *consent* for a single/semi/duplex dwelling, may be permitted provided that the new building or structure is *floodproofed* to an elevation no lower than one metre below the *regulatory flood level*; and:
 - i) the *habitable floor space* is constructed to an elevation equal to, or greater than the ground floor elevation of adjacent buildings, but in no case lower than one metre below the *regulatory flood level*;
 - ii) mechanical, electrical and heating equipment will be located no lower than one metre below the *regulatory flood level*;
 - iii) basements will only be permitted in instances where the elevation of the basement floor is greater than the elevation of one metre below the *regulatory flood level*. In instances where this basement floor level elevation cannot be achieved, a crawl space of a maximum height of 1.2 metres may be permitted to facilitate servicing; and
 - iv) access is available to the site at an elevation no lower than one metre below the *safe access level*.
 3. Conversion of a non-residential building to a residential use may be permitted provided the building is *floodproofed* to an elevation no lower than one metre below the *regulatory flood level*:
 - i) the *habitable floor space* elevation of any new *residential unit* is located at an elevation no lower than one metre below the *regulatory flood level*;
 - ii) mechanical, electrical and heating equipment will be located no lower than one metre below the *regulatory flood level*; and
 - iii) access is available to the site at an elevation no lower than one metre below the *safe access level*.
 4. *Development/redevelopment* of new *residential units*, excluding forms of *residential intensification* noted in policy

4.4.1.34.2 may be permitted provided that the new building and related structures are *floodproofed* to the *regulatory flood level*; and:

- i) the *habitable floor space* of any new *residential unit* is constructed to an elevation equal to or greater than the *regulatory flood level*;
- ii) windows, doors and other building openings for any new *residential unit* will be located above the *regulatory flood level*;
- iii) mechanical, electrical and heating equipment for any new *residential unit* will be located above the *regulatory flood level*;
- iv) access is available to the site at an elevation no lower than one metre below the *safe access level*; and
- v) unenclosed parking facilities shall be located at or above an elevation of the *100 year flood level* and enclosed facilities shall be *floodproofed* to the *regulatory flood level*.

Floodproofing Requirements for Non-Residential Uses within the 'S.P.A. Floodplain'

35. In addition to the requirements of policy 4.4.1.33 the *renovation of, conversion to and development/redevelopment* of non-residential uses may be permitted provided that:

- i) the building or structure is *floodproofed* to a minimum elevation no lower than one metre below the *regulatory flood level*; and
- ii) the minimum elevation of any floor area is at or above the *100 year flood level*.

Other General Policies Applicable to the Two Zone Floodplain and the 'Special Policy Area Floodplain'

36. Prior to a building permit being issued by the City for construction within the *flood fringe* of the Two Zone Floodplain or the 'Special Policy Area Floodplain', a permit from the Grand River Conservation Authority, pursuant to regulations made under the *Conservation Authorities Act* will be required.

1. Building permit applications will be administered in phases, including a foundation permit and a building permit.
2. Upon completion of any foundation, the City will require a certificate from an Ontario land surveyor or a professional engineer, verifying that the *habitable floor space* elevation is located above the required *flood level*, prior to issuance of the building permit.
3. Upon completion of the building or structure, the City will require a letter of compliance by a professional engineer,

verifying that the *floodproofing* measures have been implemented as required, and are in conformity with the policies of this Plan.

4.4.2 Erosion Hazards and Hazardous Sites

The City promotes safe *development* conditions throughout the City. There may be situations within the City where the topography, soil or bedrock composition can compromise safety if not taken into account at the building/property development design stage.

The City's Natural Heritage System identified on Schedule 4 incorporates those *erosion hazards*, steep slopes and unstable soils that are delineated and mapped by the Grand River Conservation Authority. Additional *erosion hazards* and steep slopes may be identified according to the policies of this Section.

Objectives

- a) To identify situations where human life safety and the protection of property may be jeopardized due to erosion, steep slopes or *hazardous sites*.
- b) To promote proper design for *development* that reduces the potential for building/property damage or the creation of unsafe conditions.

Policies

1. *Development* will generally be directed outside *erosion hazards*, steep slopes or *hazardous sites*.
2. *Development* within *erosion hazards*, steep slopes or *hazardous sites* may only be permitted where a site-specific Geotechnical Report, Soils Stability and Geotechnical Analysis, or engineering assessment based on established provincial guidelines or engineering standards and an appropriate factor of safety against slope failure or slipping establishes a more precise hazard limit, and where it can be demonstrated to the satisfaction of the City and the Grand River Conservation Authority, where applicable, that:
 - i) there is no reasonable alternative to avoiding the hazard;
 - ii) the proposed *development* is not subject to a erosion or flooding;
 - iii) there is no impact on existing and future slope stability;
 - iv) the risk of creating new *hazards* related to flooding or erosion or aggravating existing *hazards* is negligible;
 - v) the potential of increased loading forces on the top of the slope is addressed through appropriate structural design;
 - vi) the potential for surficial erosion is addressed by a drainage plan;
 - vii) vehicles and people have a way of safely entering and exiting

the areas during times of flooding, erosion and other emergencies; and

viii) no adverse environmental effects will result.

3. The Geotechnical Report or Soils Stability and Geotechnical Analysis shall identify the slope hazard and the design/engineering works required to ensure slope stability, positive stormwater drainage and public safety and shall be prepared by a qualified geotechnical engineer, to the satisfaction of the City and the Grand River Conservation Authority, where applicable.
4. Setbacks from *erosion hazards*, steep slopes or *hazardous sites* will be determined through required technical studies to the satisfaction of the City and the Grand River Conservation Authority, where applicable, in accordance with regulations made under the *Conservation Authorities Act*, as amended from time to time.
5. Certain lands in low-lying areas of the City may have unstable soils, such as organic (muck) soils or peat. These unstable soil land areas are usually associated with wetland areas. *Development* shall not be permitted in these areas except as permitted by the provisions of the Natural Heritage System Section of this Plan. For lands outside the Natural Heritage System, hazards associated with unstable soils shall be addressed in accordance with policies 4.4.2.2, 4.4.2.3 and 4.4.2.4.
6. Updated or more detailed mapping of *erosion hazards*, steep slopes or *hazardous sites* may be prepared from time to time by the Grand River Conservation Authority and will be incorporated through amendment to this Plan.
7. The extent of *hazardous sites* may be required to be field verified and staked as part of study in support of *development*, to the satisfaction of the City, in consultation with the Grand River Conservation Authority, as applicable. Once confirmed in the field, and approved by the City, boundaries of *erosion hazard*, steep slopes and unstable soils shall be required to be accurately surveyed and illustrated on all plans submitted in support of *development*. Such boundary interpretations will not require an amendment to this Plan. Minor refinements to the boundaries may be made on the basis of Grand River Conservation Authority's criteria for identification without an amendment to this Plan.
8. Areas within the built up portion of the City with slopes greater than 20% may also be required to prepare a Soils Stability and Geotechnical Analysis or engineering assessment by a qualified geotechnical engineer, that ensures slope stability, positive storm drainage and public safety are addressed, to the satisfaction of the City and the Grand River Conservation Authority.

4.4.3 Landfill Constraint Area

The former Eastview Landfill site and lands containing landfill or affected by abandoned *landfill sites* are identified as a Landfill Constraint Areas on Schedule 3. Should additional former *landfill sites* be identified, the policies of this section shall apply.

Objectives

- a) To identify former *landfill sites* and to establish policies that acknowledge the potential adverse environmental effects of these sites while encouraging remediation and re-use, where feasible.
- b) To restrict or control *development* on lands containing landfill (solid waste) or adjacent to these areas.
- c) To ensure surface and *groundwater* resources are protected from contamination from existing or former *landfill sites*.

Policies

1. Notwithstanding the designated land use identified on Schedule 2, future *development* may be restricted or controlled on lands on, or adjacent to lands identified as Landfill Constraint Areas.
2. Lands which were used for waste disposal within the past twenty-five years require an approval from the Minister of the Environment, pursuant to Section 46 of the Environmental Protection Act to enable the land to be used for another purpose. Adequate technical assessment must accompany a request for such approval to demonstrate that the future use will neither pose a health and safety hazard nor adversely affect the natural environment. Required approvals pursuant to the *Planning Act* will not be issued unless a Section 46 approval is granted.
3. Where *development* is proposed within 500 metres of the fill area of the Eastview Landfill site:
 - i) the Ministry of the Environment shall be consulted regarding actions necessary to identify and mitigate any potential adverse environmental effects; and
 - ii) where appropriate, evidence shall be provided to the City that *development* can safely take place. This applies to, but is not limited to the construction of buildings, structures, underground utilities and services, as well as hard surface paving.
4. Where necessary, *development* proposals will incorporate measures, including technical controls, buffering or rehabilitation, as required by the City, to prevent any adverse environmental effects emanating from a *landfill site*.

5. *Development* and land uses on the Eastview Sanitary Landfill Site shall be in compliance with the Eastview Sanitary Landfill Site Closure Plan (May 2003) and the Certificate of Approval pursuant to the *Environmental Protection Act*.
6. Portions of the Eastview Landfill Site may be incorporated into the City's Open Space and Parks.

4.4.4 Potentially Contaminated Properties

Potentially contaminated sites are properties where the environmental condition may have potential to cause *adverse effects* on human health, ecological health or the natural environment. To reduce potential risks associated with these sites, it is important to identify these properties and ensure that they are suitable or have been made suitable for the proposed land use(s) in accordance with provincial legislation, regulations and standards.

The policies in this section should not be interpreted as a commitment on the part of the City to identify all contaminated properties. Rather, these policies should be regarded as an effort to responsibly use available information in the *development* application review process to help ensure that *development* takes place only on properties where the environmental conditions are suitable for the proposed use of the property.

Objectives

- a) To encourage and facilitate safe *redevelopment* of contaminated sites.
- b) To establish requirements for the assessment of known and potentially contaminated properties.
- c) To establish requirements for the remediation of known contaminated properties.
- d) To ensure that contaminated properties are remediated to appropriate Provincial generic or risk-based standards allowing *development* only to take place on properties where the environmental conditions are suitable for the proposed use.
- e) To promote the *redevelopment*, restoration and revitalization of land and buildings located on potentially contaminated sites.
- f) To identify known and potentially contaminated properties that are eligible for financial assistance for environmental site assessment(s) and remediation through the City's Brownfields Redevelopment Community Improvement Plan.
- g) To protect, improve or restore the quantity and quality of the City's *groundwater* resources.

Policies

1. The following list represents current or past activities on a property that may cause or that may have caused environmental contamination:
 - i) activities involved with the elimination of waste and other residues, including but not limited to *landfill sites* and waste management sites;
 - ii) industrial and commercial activities involving the treatment, storage, disposal or use of *hazardous substances*, including but not limited to petroleum (fuel and oil), pesticides, herbicides, metals, chemicals and solvents; and
 - iii) sites formerly used for transportation or utility purposes.
2. To assist in the determination of the potential for site contamination, the City may require proponents of *development* to document previous uses of a property or properties that are subject to a *development* application and/or properties that may adversely impact a property or properties that are the subject to a development application.
3. The City may require proponents of *development* to submit a Phase I and/or Phase II Environmental Site Assessment for a property or properties that are subject to a *development* application. The environmental site assessment(s) will be prepared:
 - i) in accordance with provincial legislation, regulations and standards and signed by a qualified person as defined by provincial legislation and regulations, as amended from time to time; or
 - ii) to the City's satisfaction.
4. The City will use all available information during the *development* application review process to identify potentially contaminated properties and to help ensure that *development* takes place only on properties where the environmental conditions are suitable or have been made suitable for the proposed use of the property.
5. Prior to any *development* approval being given on a property identified by the City as potentially contaminated, the City will:
 - i) require as a condition of *development* approval, written verification to the satisfaction of the City from a Qualified Person as defined by provincial legislation and regulations, that the property or properties in question are suitable or have been made suitable for the proposed use in accordance with provincial legislation, regulations and standards, including where required by the City or provincial legislation and/or regulations, filing of a Record of Site Condition (RSC) signed by a Qualified Person in the Environmental Site Registry, and submission to the City of written

- acknowledgement from the Ministry of Environment specifying the date that said RSC was filed in the Environmental Site Registry; or
- ii) establish conditions of approval for *development* applications to ensure that satisfactory verification of suitable environmental site condition is received as per policy 4.4.4.5 i).
6. The City may use the holding provisions of this Plan to ensure that satisfactory verification of suitable environmental site condition is received as per policy 4.4.4.5 i).
7. Where the City determines that an independent peer review of the Environmental Site Assessment(s) is required, the City shall retain a qualified professional to undertake this review at the expense of the proponent.
8. It is the intent of the City that all RSCs filed in relation to Policy 4.4.4.5 i) meet the generic soil and water quality standards for potable *groundwater* conditions as set out by the Ministry of the Environment in the document entitled Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act, as amended from time to time, and where a risk assessment approach is used for the purposes of filing a RSC in relation to Policy 4.4.4.5 i), the risk assessment must demonstrate that the City's raw drinking water sources for its drinking water system are adequately protected such that there is no potential for *an adverse effect*.
9. Where the City is deeded land for public highways, road widenings, parkland, stormwater management, *easements* or for any other use, the City may require, as a condition of the transfer, verification to the satisfaction of the City from a Qualified Person as defined by provincial legislation and regulations, that the property or properties in question are suitable or have been made suitable for the proposed use in accordance with provincial legislation, regulations and standards, including where required by the City or provincial legislation and/or regulations, filing of a RSC signed by a Qualified Person in the Environmental Site Registry, and submission to the City of written acknowledgement from the Ministry of the Environment specifying the date that said RSC was filed in the Environmental Site Registry.
10. The policies of this section are not intended to apply to the closure of *landfill sites* or other facilities that are required to meet closure conditions of a Certificate of Approval issued under the *Environmental Protection Act*.
11. The City will continue to encourage investigation, remediation and *redevelopment* of contaminated sites through implementation of the City's Brownfield Redevelopment Community Improvement Plan.

4.4.5 Noise and Vibration

It is the policy of the City to minimize land use conflicts between *sensitive land uses* and uses that create noise and vibration. The guidelines of the Ministry of Environment will be applied to promote compatible development between *sensitive land uses* and uses that create noise and vibration.

Specific land uses including but not limited to: rail yards, railways, highways, *transportation corridors* and *employment areas* may create noise and vibration. The following policies apply to both proposed new stationary sources of noise or vibration in proximity to *sensitive land uses* and to new *sensitive land uses* in proximity to an existing source of noise or vibration.

Objective

- a) To minimize and mitigate land use conflicts caused by noise and vibration between *sensitive land uses* and railways, highways, *employment areas* and stationary sources in accordance with all applicable Provincial and City regulations and guidelines.

Policies

1. The City may require a Noise Impact Study or Vibration Study for *development* applications that propose to establish or expand *sensitive land uses* in proximity to existing or planned sources of noise or vibration including *transportation corridors*, certain industrial facilities or aggregate operations.
2. Any *development* application to establish or expand a use that generates a stationary source of noise or vibration that could impact existing or planned *sensitive land uses* may be required to undertake a Noise Impact Study or Vibration Study.
3. Where required, a Noise Impact Study shall:
 - i) be prepared by qualified professional(s);
 - ii) identify the total noise impact on the site from all sources;
 - iii) demonstrate whether noise control measures are needed to meet all applicable guidelines and standards; and
 - iv) be prepared to the satisfaction of the City, in consultation with the Ministry of the Environment.
4. As a condition of *development* approval, and where a Noise Impact Study shows a need, a *development* proponent shall have a detailed Acoustical Design Study prepared and submitted to the City for approval. In the review of acoustical design studies, the City may consult with the Ministry of the Environment and the owners or operators of the adjacent *transportation corridor* or stationary source. The City may require conditions to a subdivision or *development* agreement to address the recommendations of the Acoustical Design Study.

5. Consideration will be given to adequate vibration attenuation required to buffer *sensitive land uses* including residential, residential care and other institutional uses within 75 metres of a railway line.
6. A Vibration Study, prepared by a qualified professional(s), will be submitted with all *development* applications that may be impacted by vibration. The study shall be submitted to the City and shall indicate any vibration impact and the mitigation measures to be applied.
7. Where the Vibration Study identifies a need, attenuation measures acceptable to the City shall be provided for in a subdivision or *development* agreement. In the review of vibration studies, the City may consult with the Ministry of the Environment.
8. In addition to any noise and vibration impact mitigation measures, other mitigation and buffering measures such as set-backs, intervening berms and security fencing may be required as a condition of subdivision approval or other *development* approval.
9. Where a noise or vibration level excess may marginally persist in spite of attenuation measures, provision will be made in any subdivision agreement or other *development* agreement or offer to purchase contract for the preparation of a warning clause regarding the existence of potential impact of noise and vibration.
10. New technologies may provide opportunities for innovative noise and vibration abatement techniques not yet available on the market. The City encourages the use of new, proven and innovative techniques, where feasible.
11. Guelph Junction Railway will be consulted on *development* applications that may be impacted by normal railway operations. *Development* approval conditions will be required to meet the noise and vibration requirements of the Guelph Junction Railway, where applicable.

Item 34: The purpose of 'Item 34' is to add a new section 4.5 Mineral Aggregate Resources which updates and replaces the former policies related to mineral aggregate resources.

The following new Section 4.5 Mineral Aggregate Resources is hereby added to the Official Plan:

4.5 Mineral Aggregate Resources

The City recognizes that mineral aggregates are valuable non-renewable resources that are required for most types of construction. Within the corporate boundaries of the City there are limited *deposits of mineral aggregate resources* remaining. These limited deposits are however, generally small, isolated and/or already constrained by existing and approved land uses and therefore do not warrant protection from

incompatible *development*. However, the City encourages the recovery and use of these resources, where feasible, in conjunction with *development* of the lands.

There are high quality aggregates in areas outside the City boundary that are being extracted and will continue to be extracted in the future. The County of Wellington and Region of Halton Official Plans both identify and protect *mineral aggregate resources* in proximity to the City. The City will work with the Province, neighbouring municipalities and the mineral aggregate industry to ensure that *mineral aggregate operations* are planned in a manner that protects and maintains *natural heritage systems*, water resources including the City's drinking water supply, public health and the City's cultural heritage resources.

Objectives

- a) To encourage the recovery of *mineral aggregate resources* in conjunction with *development*.
- b) To ensure that *mineral aggregate operations* in neighbouring municipalities protect the natural environment and the public health and safety of Guelph and will not impact existing or planned development.

Policies

1. The City supports and encourages the recovery of *mineral aggregate resources* in conjunction with *development*, where feasible.
2. The City recognizes that a licensed *mineral aggregate operation* exists partially within the City, south of the Speed River, west of the Hanlon Expressway and north of College Avenue. The lands within the City are designated Reserve Lands on Schedule 2.
3. Several existing *mineral aggregate operations* are located in proximity to the City. The City will work with the licence holders, neighbouring municipalities and the Province to ensure that these sites are operated in a manner that protects City interests including matters of water supply, public health, safety and environmental impact.
4. The City will monitor, review and comment on applications for new or expanded *mineral aggregate operations* in neighbouring municipalities that are in proximity to the City. The following matters will be considered:
 - i) the impact on adjacent land uses, residents and public health and safety;
 - ii) the impact on the physical environment;
 - iii) the impact on the capabilities for other land uses to be established by the policies of this Plan;
 - iv) the impact on the transportation system;
 - v) the impact on any existing or potential *groundwater* resource areas and on any existing or potential drinking water sources;
 - vi) the possible effect on the water table or surface drainage patterns;
 - vii) the manner in which the operation is proposed to be carried out including the estimated time for completion of the extraction work;

- viii) the nature of rehabilitation work and that the proposed after use of the property is compatible with surrounding existing and planned land uses;
 - ix) the effects on *natural heritage features* and *cultural heritage resources*; and
 - x) any other matters deemed relevant by the City.
5. Asphalt plants, concrete plants, aggregate transfer stations and similar related uses shall not be permitted within the City of Guelph.
 6. *Wayside pits and quarries, portable asphalt plants and portable concrete plants* used on public authority contracts are allowed without the need for an Official Plan Amendment, rezoning or development permit in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.
 7. The City encourages the recycling and reuse of aggregates where appropriate.

Item 35: The purpose of 'Item 35' is to add a new section 4.6 Climate Change to provide policies in support of the City's Community Energy Plan and Initiative.

The following new Section 4.6 Climate Change is hereby added to the Official Plan:

4.6 Climate Change

It is widely acknowledged that human activities are a significant contributor to global climate change. Foremost among these activities is the emission of greenhouse gasses when energy is generated from fossil fuels. Climate change is predicted to have significant negative impacts on human health and safety, property, the natural and cultural environment and the economy.

Addressing climate change requires two complementary sets of strategies: mitigation and adaptation. Mitigation involves actions to reduce greenhouse gas emissions and actions to reduce or delay climate change. Guelph's approach to mitigation is embedded throughout the City's Community Energy Plan (CEP) and throughout this Plan including policies addressing the natural heritage system, transportation, urban structure, urban design and land use.

Adaptation involves actions to minimize vulnerabilities to the impacts of climate change and includes planning and strategic decisions that anticipate changes in temperature, precipitation, severe weather and increased variability in these both globally and locally. Among other issues, climate adaptation is particularly important to infrastructure planning, *flood* protection, emergency management and planning for secure access to water and food.

Objective

- a) To increase community resiliency to climate change.

Policies

1. The City will establish policies and undertake programs to target reducing annual greenhouse gas emissions by 60% from 2007 levels to 7 tonnes of carbon dioxide (equivalent) per capita by 2031.
2. The City shall work with partners in the community and other levels of government to prepare a comprehensive climate change adaptation strategy.
3. The City will implement urban design and development standards to reduce climate change impacts on public works and *infrastructure* including roads, bridges, water and wastewater systems and energy distribution systems.

Item 36: The purpose of 'Item 36' is to add a new section 4.7 Community Energy to provide policies in support of the City's Community Energy Plan and Initiative.

The following new Section 4.7 Community Energy is hereby added to the Official Plan:

4.7 Community Energy

In 2007 the City adopted the Community Energy Plan (CEP). The CEP outlines the City's path to climate change mitigation through reductions in energy consumption and greenhouse gas emissions while ensuring that Guelph has reliable, sustainable and affordable energy that will attract quality investment to the City. The Community Energy Initiative (CEI) encompasses Guelph's ongoing commitment to policy and programs to achieve the CEP.

This Plan, in conjunction with the Community Energy Plan (CEP), uses an integrated systems approach to create an over-arching vision and structure that demonstrates low carbon energy opportunities, viable sustainable transportation routes and nodes, potential for expanding open space and *employment areas* and appropriate housing densities. This integrated approach is essential to achieving many of the long-term goals of this Plan including climate change mitigation.

The CEP establishes progressive targets for both energy conservation and reduction in greenhouse gas emissions. Community energy, energy efficiency, environmental design and increasing the supply of energy through *renewable energy systems* and *alternative energy systems* will all contribute to achieving these goals. The CEP also recognizes that water conservation is a key contributor to meeting the City's energy goals. Policies regarding water conservation are addressed in Section 4.3 Watershed Planning and Water Resources.

4.7.1 Corporate Leadership

Objectives

- a) To reduce the amount of energy used in the City.
- b) To demonstrate corporate leadership in energy conservation, innovation and renewable energy generation and distribution.

- c) To develop tools that assist in integrating land use, transportation and energy planning.

Policies

1. The City will establish policies and undertake programs to target reducing Guelph's overall energy use by 50% from 2007 levels to 34 megawatt hours (equivalent) per capita by 2031.
2. Working with community partners, the City will plan to achieve the goals of the CEP by integrating land use, energy and transportation planning to address the four following interconnected areas of focus:
 - Local Renewable and Alternative Energy Generation;
 - Local Sustainable Transmission – *District Energy*;
 - Building End-Use Efficiency; and
 - Transportation – Urban Form/Density.
3. The City will consider how municipally funded investments contribute to meeting the goals of the CEP.
4. The City will support energy efficiencies by ensuring that municipal facilities are designed to demonstrate leadership in energy efficiency.
5. The City will aim to conserve energy through implementing programs including but not limited to those that:
 - i) establish minimum energy efficiency standards for new municipal facilities and major renovations to existing buildings.
 - ii) support infrastructure renewal and operational efficiencies within water and wastewater treatment and conveyance;
 - iii) undertake marketing and education initiatives;
 - iv) make suggestions for changes to the Ontario Building Code and regulations that accelerate and support energy efficiency standards in all built forms; and
 - v) establish green purchasing and sustainable green fleet procedures.
6. The City will set targets for, plan for, implement and monitor improvements in energy efficiency and greenhouse gas emissions associated with municipal assets.
7. The City will explore, develop and implement an integrated energy mapping tool that considers built form; the type, mix, density and distribution of land uses; the transportation system; energy supply planning and opportunities for *district energy*. It is anticipated that this tool will assist in understanding the interrelationships between land use, transportation and energy systems. It can be used to inform planning and contribute to achieving the goals of the CEP

and this Plan.

8. The City will monitor its ongoing progress toward achievement of its community energy and climate change objectives including but not limited do:
 - i) CEP related investment in our economy;
 - ii) the reliability and cost of diverse energy, water and transportation services available to Guelph's residents and businesses; and
 - iii) energy and water use and greenhouse gas emissions.

4.7.2 Local Renewable and Alternative Energy Generation

The CEP establishes progressive targets for renewable and low or no carbon energy sources. To meet these targets, the City must enable and encourage *renewable energy systems* and *alternative energy systems* such as a combined heat and power systems or cogeneration systems which increase efficiencies by minimizing transmission losses and by using otherwise wasted heat for domestic water and space heating.

The *Green Energy and Green Economy Act* (GEGEA) streamlined approvals for most renewable energy projects and *exempts* them from *Planning Act* approvals. *Exempt* projects are managed through a Provincial approval process. Policies of this Plan that relate to *exempt* projects are not intended to prevent, restrict or regulate these systems or projects other than where certain provisions of the *Planning Act*, *Ontario Heritage Act* or other legislation under the City's jurisdiction are deemed to apply.

Objective

- a) To encourage and facilitate local generation through *renewable energy systems* and *alternative energy systems*.

Policies

1. The City will encourage the development of *renewable energy systems* and *alternative energy systems* including combined heat and power plants subject to the policies of this Plan.
2. The City will establish policies and undertake programs that target meeting:
 - i) at least one quarter of Guelph's total energy needs from local renewable sources by 2021; and
 - ii) at least 30% of Guelph's electricity requirements with Combined Heat and Power by 2031.
3. The City will work jointly with the Province and public and private partners to investigate the feasibility, implications and suitable locations for *renewable energy systems* and *alternative energy systems*.

4. When consulted on *exempt* energy projects, the City will consider the goals of the CEP, the goals and objectives of this Plan and the City's wider strategic objectives in determining its position.
5. Prior to the development of *non-exempt Renewable Energy Systems* or *Alternative Energy Systems*, and in addition to any other requirements of this Plan, studies may be required to demonstrate to the satisfaction of the City how the proposal addresses potential impacts including: the natural environment, noise and vibration, water quality and quantity, cultural and natural heritage resources, shadows, land use compatibility and public health and safety.

4.7.3 Local Sustainable Transmission - District Energy

A typical centralized energy generation facility that is far from the community it serves is inefficient since much of the energy is lost to the atmosphere as heat and to long distance transmission. *District Energy* systems address these areas of inefficiency. A *district energy* system ties together distributed energy generation through a local supply loop. For Guelph, this is envisioned as a thermal *district energy* system that distributes hot water from local thermal generation plants, such as combined heat and power system or biomass boilers to thermal energy users.

A *district energy* system depends on having heat users that are: close to the plant, of sufficient density and mix of customer types to balance the demand for heat throughout the day. Existing or planned areas of the City with these characteristics are candidates for establishing *district energy* systems. Alongside natural gas and electricity, *district energy* is a key component of the City's vision for an energy distribution architecture that allows fuel choices for the majority of residents and businesses to optimize cost and availability and reduce environmental impacts long into the future.

Objective

- a) To facilitate efficient energy generation and distribution systems including *district energy*.

Policies

1. The City will support the application of *district energy* through:
 - i) developing guidelines and technical standards to assess the feasibility of and implement *district energy* using a combination of *renewable energy systems* and *alternative energy systems*, including combined heat and power;
 - ii) considering combined heat and power systems and *district energy* through secondary planning processes;
 - iii) exploring initiatives including public-private partnerships for the implementation of *district energy*; and
 - iv) planning for high density and mixed-uses in appropriate locations that improve the viability of *district energy*.

2. The City will work with appropriate partners to develop *district energy* systems where feasible including but not limited to areas within Downtown, the University of Guelph, Guelph General Hospital and the Hanlon Creek Business Park.
3. Where the feasibility of *district energy* has been demonstrated, the City in consultation with appropriate partners may identify potential *district energy* areas. New *development* in these potential *district energy* areas shall be designed to be *district energy* ready subject to the City establishing *District Energy Ready Guidelines*.
4. Where a *district energy* system is in place, new *development* will be encouraged and may be required to connect to the *district energy* system and new municipal buildings will connect to the *district energy* system.
5. As part of a *development* application, the City may require the submission of a study, developed in consultation with the City, to determine the feasibility of a *district energy* system.
6. The optimization of electrical and natural gas infrastructure is encouraged to support the energy supply system thereby ensuring reliability and system efficiency.
7. Utility providers are encouraged to adapt to emerging technologies such as the incorporation of smart power grids, smart metering and advanced telecommunications.
8. The City encourages utilities including *renewable energy systems* and *alternative energy systems* to be located within shared corridors to minimize land requirements; increase the efficiency of utility construction and maintenance; and to minimize future disruption and costs.
9. Existing and future utility corridors shall be protected from incompatible development that would preclude or negatively affect their intended use.

4.7.4 Building End-Use Energy Efficiency

Objectives

- a) To reduce energy demand within the built environment.
- b) To promote sustainable development through conservation, efficiency and design.
- c) To promote urban and building design that facilitates efficient delivery of energy and optimizes opportunities for walking, cycling and transit use.

Policies

1. All new *development* shall achieve the energy performance criteria of the Ontario Building Code. New residential, commercial and institutional development shall achieve an improvement of 1.5% per year over the 2012 Ontario Building Code energy efficiency requirements.
2. Applications for Official Plan amendments, *Zoning By-law* amendments or *plans of subdivision* may be required to demonstrate, to the satisfaction of the City, how the *development* supports the goals and targets of the CEP through the completion of the Sustainability Checklist and the submission of appropriate studies. Such studies may include, but are not limited to, an Energy Conservation Efficiency Study, a Renewable/Alternative Energy Feasibility Study and *District Energy Feasibility Study*.
3. The City will encourage and support energy efficient *development* by:
 - i) promoting street and lotting patterns that are oriented to maximize opportunities for solar gain;
 - ii) working with the development industry to determine, understand, publicize and implement the techniques required to achieve the energy targets for buildings established by the CEP;
 - iii) encouraging and facilitating designs that incorporate or allow for efficient future use of *renewable energy systems*, *alternative energy systems* or *district energy systems*;
 - iv) encouraging and promoting designs that use Energy Star, *LEED* Building Standards or equivalent building rating systems that reference Canada's Natural Resources EnerGuide rating system for new *development* and retrofits;
 - v) encouraging opportunities to reduce the need for building cooling through green or reflective roofs where appropriate, insulation, reduced or efficient glazing and effective shade landscaping;
 - vi) encouraging designs that support and facilitate energy efficient transportation, including active transportation, transit and energy conserving vehicles and transportation programs;
 - vii) supporting the use of reclaimed, environmentally friendly and locally sourced building materials, where appropriate;
 - viii) investigating tools to achieve higher levels of energy efficiency than required by the Ontario Building Code, particularly in higher density built forms and larger buildings, e.g. apartments;
 - ix) supporting and promoting a building energy *performance labelling* scheme for all buildings; and
 - x) establishing a monitoring program to measure energy efficiency to assist the City in meeting the Community Energy Plan goals and targets.

4. The City will investigate tools and incentives to encourage the retrofit of existing buildings to improve energy efficiency.

Item 37: The purpose of 'Item 37' is to add a new section 4.8 Cultural Heritage Resources which updates and replaces the former policies related to cultural heritage resources.

The following new section 4.8 Cultural Heritage Resources is hereby added to the Official Plan:

4.8 Cultural Heritage Resources

Cultural heritage resources are the roots of the community. They may include tangible features, structures, sites or landscapes that either individually or as a part of a whole are of historical, architectural, scenic or archaeological value. *Cultural heritage resources* may also represent intangible heritage such as customs, ways of life, values and activities. These resources may represent local, regional, provincial or national heritage interests and values. They include *built heritage resources*, *cultural heritage landscapes* and *archaeological resources*.

Cultural heritage resources paint the history of the city and provide identity and character while instilling pride and contributing to economic prosperity.

Objectives

- a) To maintain and celebrate the heritage character of the city, including *built heritage resources*, *cultural heritage landscapes* and *archaeological resources*.
- b) To identify, evaluate, *list*, *conserve* and protect *cultural heritage resources* through the adoption and implementation of policies and programs including partnerships amongst various public and private agencies and organizations.
- c) To enhance the culture of conservation city-wide by promoting cultural heritage initiatives as part of a comprehensive environmental, economic and social strategy where *cultural heritage resources* contribute to achieving a sustainable, healthy and prosperous city.
- d) To ensure that all new *development*, *site alteration*, building *alteration* and additions are contextually appropriate and maintain the integrity of all on-site *cultural heritage resources* or *adjacent protected heritage property*.
- e) To promote and foster the preservation, rehabilitation or restoration of *built heritage resources* and *cultural heritage landscapes* so that they remain in active use.
- f) To promote public and private awareness, appreciation and enjoyment of the City's *cultural heritage resources* through public programs and activities, heritage tourism and guidance on appropriate conservation practices.
- g) To maintain a municipal register of properties of *cultural heritage value* or

interest in accordance with the Ontario Heritage Act.

- h) To identify, designate and *conserve built heritage resources and cultural heritage landscapes* in accordance with Part IV of the *Ontario Heritage Act*.
- i) To identify, designate and *conserve Heritage Conservation Districts* under Part V of the *Ontario Heritage Act*.
- j) To identify, evaluate and *conserve heritage trees* which satisfy the criteria for determining *cultural heritage value or interest* as prescribed by regulation under the *Ontario Heritage Act*.
- k) To identify, evaluate and *conserve archaeological resources and areas of archaeological potential* in accordance with the *Ontario Heritage Act*.

4.8.1 Policies

1. *Cultural heritage resources* shall be *conserved* in accordance with this Plan and all other relevant legislation.
2. *Built heritage resources and cultural heritage landscapes* may be designated and/or *listed* on the *Municipal Register of Cultural Heritage Properties*.
3. A register of *property* situated in the City that is of *cultural heritage value or interest* shall be maintained and kept up to date by the City, in consultation with Heritage Guelph, according to Section 27 of the *Ontario Heritage Act*. The *Municipal Register of Cultural Heritage Properties (or Heritage Register)* will *list designated cultural heritage resources and non-designated built heritage resources and cultural heritage landscape resources*.
4. The City recognizes that properties within the city that have been identified in the Couling Building Inventory may also have *cultural heritage value or interest*. The properties identified in the Couling Building Inventory may be considered by Council for *listing* in the *Heritage Register* and designation under the *Ontario Heritage Act*.
5. Guidelines for *Cultural Heritage Resource Impact Assessments, Cultural Heritage Conservation Plans and Cultural Heritage Reviews* may be established by the City. *Cultural Heritage Resource Impact Assessments and Cultural Heritage Conservation Plans* will be used when evaluating *development and redevelopment* in association with designated and non-designated *properties* in the *Municipal Register of Cultural Heritage Properties*. *Cultural Heritage Reviews* will be used to assess non-designated *properties listed* on the *Municipal Register of Cultural Heritage Properties*.
6. *Built heritage resources and cultural heritage landscapes* are required to be maintained with appropriate care and maintenance that conserves their *heritage attributes* in accordance with:
 - i) the City's *Property Standards By-law*, the *Tree By-law* and

- ii) the *Site Alteration* By-law; and prescribed federal and provincial standards and guidelines.
- 7. The ongoing maintenance and care of individual *built heritage resources* and *cultural heritage landscapes* and the properties on which they are situated together with associated features and structures is required in accordance with City standards and by-laws and, where appropriate, the City will provide guidance on sound conservation practices.
- 8. Proper conservation and maintenance of *built heritage resources* and *cultural heritage landscapes* should be recognized and encouraged as a viable and preferred means of reducing energy consumption and waste.
- 9. Harmful disruption or disturbance of known *archaeological sites* or *areas of archaeological potential* should be avoided. Under the Ontario Heritage Act, it is illegal to alter a known archaeological site(s) without an archaeological license.
- 10. The City will encourage *property owners* to seek out and apply for funding sources available for *conservation* and restoration work.
- 11. The City may establish financial incentives to promote the *conservation of cultural heritage resources*.
- 12. The City will ensure the *conservation* and protection of *cultural heritage resources* in all planning and *development* matters including site alteration, transportation, servicing and infrastructure projects.
- 13. The City may require, as a condition of approval of a *development* proposal within which a *cultural heritage resource* is situated or which is adjacent to a *protected heritage property*, the provision of one or more performance assurances, performance security, property insurance and/or maintenance agreements, in a form acceptable to the City, in order to conserve the *cultural heritage resource*.
- 14. It is preferred that *cultural heritage resources* be conserved in situ and that they not be relocated unless there is no other means to retain them. Where a *cultural heritage resource* cannot be *conserved* in situ or through relocation and approval for demolition or removal is granted, the City in consultation with Heritage Guelph will require the proponent to provide full documentation of the *cultural heritage resource* for archival purposes, consisting of a history, photographic record and measured drawings, in a format acceptable to the City.
- 15. The proponent shall provide and deliver to the City all or any part of the demolished *cultural heritage resource* that the City, in consultation with Heritage Guelph, considers appropriate for re-use, archival, display, or commemorative purposes, at no cost to

the City. The City may use or dispose of these *artifacts* as it deems appropriate in accordance with the Ontario Heritage Act and any applicable regulations or guidelines.

16. Council may pass by-laws providing for the acquisition by purchase, lease or otherwise of any real *property* or part thereof, designated under Part IV of the *Ontario Heritage Act*.
17. The City may dispose by sale, lease, or otherwise of any real *property* or interest therein acquired under policy 4.8.1.16, upon such terms and conditions as Council, in consultation with Heritage Guelph, may consider appropriate.
18. The predominant *built heritage resources* in the periphery of the city are the farmsteads. While there have historically been strong cultural, economic, social and political links between the City of Guelph and its rural neighbours, it is the farming history which sets this area apart from the more heavily urbanized parts of the City. In many cases, the farmsteads are linked to pioneer settlers and other important persons, technologies, architectural styles and developments, or represent the historical development of Guelph and Wellington County. Many are intact examples of early settlement patterns in Wellington County, which survive as a testament to the prosperity and history of this area. These *built heritage resources* are most deserving of preservation and careful incorporation into *developments* in accordance with the provisions of this Plan.
19. The farmhouse at 80 Simmonds Drive will be incorporated into the design of the main public square for the lands located along the west side of Victoria Road, providing opportunity for the use of this building as a public facility (community centre or library) or alternatively, to be retained as a residential use.

4.8.2 Heritage Designation

1. Council, in consultation with Heritage Guelph, may designate by by-law, properties of *cultural heritage value or interest* in accordance with Part IV of the *Ontario Heritage Act*. Properties of *cultural heritage value or interest* must, in Council's opinion, meet one of the prescribed criteria as established by regulation under the *Ontario Heritage Act*. Such properties shall be *listed as designated properties* in the *Municipal Register of Cultural Heritage Properties*.
2. *Development, redevelopment, and site alteration* affecting a *designated property* or other *protected heritage property*, where the works are likely to affect the *property's heritage attributes*, shall not be permitted unless written *consent* is received from the City.
3. Applications for any *alteration* affecting or likely to affect the *heritage attributes* of a *designated property* or other *protected*

heritage property shall be required to demonstrate, to the satisfaction of the City, in consultation with Heritage Guelph, through a *Cultural Heritage Resource Impact Assessment* and/or a *Cultural Heritage Conservation Plan* how the *heritage attributes* will be *conserved*, protected and integrated, where appropriate, into the *development* plans.

4. *Development, redevelopment and site alteration of designated properties* or other *protected heritage property* shall be designed to integrate the property's *heritage attributes* into the proposed design and ensure *compatibility* with the *heritage attributes* and values through such measures as:
 - i) maintaining the original location and orientation to the street and lot pattern;
 - ii) conserving the *cultural heritage landscape* or setting;
 - iii) ensuring the height, bulk, form, massing, materials, fenestration and/or facade treatments do not detract from the *heritage attributes*; and
 - iv) maintaining the general scale and pattern of the streetscape.
5. *Development, redevelopment and site alteration of designated properties* or other *protected heritage property* shall ensure that the proposed *development, redevelopment or site alteration* *conserves* or enhances the context in which the *cultural heritage resource* is situated.
6. *Heritage attributes* shall be *conserved*, unless it has been demonstrated to the satisfaction of the City, in consultation with Heritage Guelph, that the *heritage attributes* or the designation of the property no longer meet the criteria for determining *cultural heritage value or interest* established by provincial regulation. The repeal of a heritage designation will be undertaken in accordance with the Ontario Heritage Act and its regulations or guidelines.

4.8.3 Heritage Conservation Districts

1. Council, in consultation with Heritage Guelph, may initiate for examination any area of the City for possible designation as a *Heritage Conservation District*, in accordance with Part V of the *Ontario Heritage Act*.
2. Prior to the designation of a *Heritage Conservation District*, the City shall:
 - i) identify its intent to define and investigate an area;
 - ii) undertake a study of the area to determine if the area should be *conserved* as a *Heritage Conservation District*;
 - iii) examine and make recommendations on the boundaries of the study area;
 - iv) evaluate the area's *cultural heritage value or interest*;
 - v) recommend the objectives, policies and contents of the *Heritage Conservation District Plan*; and

- vi) determine *development* control measures that will be required to *conserve* the cultural heritage of the area and any other matters deemed necessary.
3. Pursuant to the *Ontario Heritage Act*, and in consultation with Heritage Guelph, Council may, by by-law designate any area within the City as a *Heritage Conservation District*.
4. Once approved by Council, a *Heritage Conservation District Plan* will guide public infrastructure, *development* and *site alteration* within the *Heritage Conservation District*.
5. Properties within an approved *Heritage Conservation District* shall be *listed* in the *Heritage Register*.

4.8.4 Development and Site Alteration Adjacent to Protected Heritage Property

1. *Development* and *site alteration* may be permitted on *adjacent lands* to *protected heritage property* where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated, to the satisfaction of the City, in consultation with *Heritage Guelph*, that the *heritage attributes* of the *protected heritage property* will be *conserved*. *Mitigation* or *avoidance* measures may be required to *conserve* the *heritage attributes* of the *protected heritage property* affected by the *adjacent development* or *site alteration*.
2. *Development* or *site alteration* on *adjacent lands* to a *protected heritage property* shall require a *Scoped Cultural Heritage Resource Impact Assessment* to evaluate and demonstrate, to the satisfaction of the City in consultation with *Heritage Guelph*, that the *heritage attributes* of the *designated heritage property* will be *conserved*.
3. *Development* and *site alteration* on *adjacent lands* to *protected heritage property* shall be designed to *avoid* or *mitigate* impact on the identified *heritage attributes* of the *protected heritage property*, and should be designed to be *compatible* with the immediate context on the street.
4. *Adjacent lands* guidelines may be developed by the City to guide the consideration of *development* adjacent to *designated heritage properties* or other *protected heritage property* and to set out the detailed requirements for a *Scoped Cultural Heritage Resource Impact Assessment*.
5. Architectural design guidelines may be developed by the City to guide *development* and *site alteration* adjacent to *designated heritage properties* or other *protected heritage property*.

4.8.5 Heritage Register

1. A *Heritage Register* shall be maintained and kept up to date by the City that *lists designated and non-designated properties* that Council believes to be of *cultural heritage value or interest*.
2. Council, in consultation with Heritage Guelph, may remove *non-designated properties* from the *Heritage Register*, provided it has been demonstrated to the satisfaction of Council, through a *Cultural Heritage Review* or an appropriate alternative review process, that the *property* is no longer of *cultural heritage value or interest*.
3. Properties may be added to the *Heritage Register* where Council, in consultation with Heritage Guelph, believes the *property* to be of *cultural heritage value or interest*.
4. *Non-designated built heritage resources or cultural heritage landscapes listed* in the *Heritage Register* shall not be demolished or removed without the owner providing at least 60 days notice in writing to the City of the intent to demolish in conjunction with an application for a demolition permit. Council, in consultation with Heritage Guelph, will assess requests for demolition to determine the significance of the *built heritage resources and cultural heritage landscapes* affected. Council may refuse to issue the demolition permit and determine that the *property* is of sufficient *cultural heritage value or interest* that it should be designated under the *Ontario Heritage Act*.
5. Council, in consultation with Heritage Guelph, may determine that a *property listed* in the *Heritage Register* has no *cultural heritage value or interest*, and in such instances, demolition may be permitted.
6. *Built heritage resources and cultural heritage landscapes* that have been *listed* in the *Heritage Register* shall be considered for *conservation in development* applications initiated under the *Planning Act*, unless the applicant demonstrates to Council in consultation with Heritage Guelph, through a *Cultural Heritage Resource Impact Assessment, Scoped Cultural Heritage Resource Impact Assessment or Cultural Heritage Review*, that the *built heritage resource or cultural heritage landscape* is not of *cultural heritage value or interest* and, therefore, does not meet the criteria for designation under the *Ontario Heritage Act*.
7. Where a non-designated *built heritage resource or cultural heritage landscape* is *listed* in the *Heritage Register*, the City may require, as a condition of approval of a *development* application under the *Planning Act*, a building permit, a partial demolition or change of use, that the proponent enter into agreements to *conserve* and/or permit to be designated, by the City, in consultation with Heritage Guelph, the *built heritage resource or*

cultural heritage landscape.

8. The City may require the proponent to prepare a *Cultural Heritage Conservation Plan* as a condition of approval for a *development* application, a building permit, including partial demolition, and/or a change in use that has the potential to impact a non-designated *built heritage resource* or a *cultural heritage landscape* listed in the *Heritage Register*.

4.8.6 Archaeological Resources

1. The City recognizes that there are archaeological remnants of precontact and early historic habitation within the City. The Archaeological Master Plan – Planning Report (January 2001) identified lands that have the potential for the discovery of *archaeological resources*. Additional areas may be identified by the City on the basis of the definition for *areas of archaeological potential* as defined in this Plan and in relevant provincial standards and guidelines as amended.
2. Where *archaeological resources* or *areas of potential archaeological resources* have been identified or have the potential to be present on lands proposed for *development* or *site alteration*, the City shall require the preparation of an *Archaeological Assessment* by a consultant archaeologist holding a valid professional license.
3. *Development* and *site alteration* shall only be permitted on lands containing *archaeological resources* or *areas of potential archaeological resources* if it has been demonstrated that the *significant archaeological resources* have been *conserved* by removal and documentation, or by preservation on site. Where *significant archaeological resources* must be preserved on site, only *development* and *site alteration* which maintains the integrity of the *archaeological resource* may be permitted.
4. *Development* and *site alteration* shall not commence on lands containing *archaeological resources* or *areas of potential archaeological resources* until an *Archaeological Assessment*, prepared to the satisfaction of the Province and the City, has been completed that:
 - i) identifies the affected *areas of archaeological potential* and *archaeological resources*;
 - ii) *assesses the archaeological significance* of the subject land;
 - iii) recommends *conservation* and/or preservation measures required to retain the heritage value, attributes and integrity of the resource; and
 - iv) meets the *Standards and Guidelines for Consultant Archaeologists*, as amended, the *Ontario Heritage Act* and its regulations.

4.8.7 Heritage Guelph

1. Heritage Guelph is the City's municipal heritage committee, and will be consulted, as appropriate, on matters associated with the identification, evaluation, *listing*, *conservation*, restoration, protection and enhancement of *cultural heritage resources*.
2. Heritage Guelph will advise and assist Council in the identification and prioritization of *cultural heritage resources* within the City in accordance with the criteria for determining *cultural heritage value or interest* established by Provincial regulation.
3. Heritage Guelph will provide advice to Council on the designation of properties under Part IV of the *Ontario Heritage Act* and the delineation and designation of *Heritage Conservation Districts* under Part V of the *Ontario Heritage Act*.
4. Heritage Guelph will provide advice on *cultural heritage value or interest* on all matters referred to it by Council.
5. All properties identified on the Couling Building Inventory that have not been *listed* on the *Municipal Register of Cultural Heritage Properties* (e.g. buildings, structures, landscapes, monuments, installations or visible remains constructed prior to 1927, but not limited to those constructed prior to 1927) shall be considered as potential *built heritage resources* until considered otherwise by the Heritage Guelph.
6. The City will promote good communication between Heritage Guelph and City departments, local heritage groups and applicable government agencies.
7. The City, in conjunction with Heritage Guelph, will encourage and foster public education, awareness, participation in, and appreciation of the conservation of *cultural heritage resources* by installation of plaques, *conservation* awards, publication of literature, assistance to the media and other means considered appropriate by Council.
8. The City may use government or non-government funding programs to assist in the implementation of the heritage *conservation* policies of this Plan.
9. The City shall co-ordinate its heritage *conservation* plans and programs with other levels of government.

4.8.8 Heritage Trees

1. The City shall identify, evaluate and *conserve heritage trees* which satisfy one of the criteria for determining *cultural heritage value or interest* as prescribed by regulation under the *Ontario Heritage Act*.

2. Where *heritage trees* have been identified by the City, they will be protected through appropriate measures under the Ontario Heritage Act while having regard to the health of the tree and public safety.

4.8.9 Cultural Heritage Resource Impact Assessment

1. The City may require a *Cultural Heritage Resource Impact Assessment* or a *Scoped Cultural Heritage Resource Impact Assessment* as part of a complete *development* application for the following *development* application types if the subject *property* has been designated under the *Ontario Heritage Act* or has been *listed* as a *non-designated property* in the *Heritage Register*:
 - Official Plan Amendment (when combined with a *Zoning By-law Amendment* or a Plan of Subdivision)
 - *Consent*
 - *Zoning By-law Amendment*
 - Plan of Subdivision
 - Minor Variance
 - Site Plan Control.
2. A *Cultural Heritage Resource Impact Assessment* or a *Scoped Cultural Heritage Resource Impact Assessment* shall be carried out to the satisfaction of the City, in consultation with Heritage Guelph.
3. The *Cultural Heritage Resource Impact Assessment* shall include, but is not limited to the following:
 - i) a description of the proposed *development, redevelopment or site alteration*, including a location map showing proposed buildings, existing land uses, site survey, architectural drawings, detailed conceptual façade renderings, interior architectural details where the *heritage attributes* are identified within a building or structure and other details as specified by the City;
 - ii) a detailed description of the *built heritage resource(s), cultural heritage landscape features, heritage attributes*, sources of research and conclusions regarding the significance of the *cultural heritage resource* with respect to their *cultural heritage value or interest*;
 - iii) a description of the existing regulations if any, affecting the proposal (e.g. *flood or fill regulation*);
 - iv) a description of *cultural heritage resources* and *heritage attributes* that may be directly or indirectly affected by the proposal;
 - v) a description of the impacts that may reasonably be caused to the *cultural heritage resource or heritage attributes* and how the impacts may affect the value or interest of the resource or attribute;
 - vi) an evaluation of alternative *conservation* and avoidance or *mitigation* measures and their effectiveness in conserving the

- cultural heritage resource* or *heritage attributes*. Such evaluation shall be based on established principles, standards and guidelines for heritage *conservation* and include an assessment of the advantages and disadvantages of each;
- vii) an implementation and monitoring plan shall be required and include a reporting structure for the implementation of the recommended actions as *development* and *site alteration* proceeds; and
 - viii) any other information required by the Province or the City, in consultation with Heritage Guelph that is considered necessary to evaluate the proposal.
4. The *Cultural Heritage Resource Impact Assessment* shall be conducted by professional(s) qualified in the field of *cultural heritage resources* and in accordance with the City's *Cultural Heritage Resource Impact Assessment Guidelines*.
 5. Heritage Guelph may assist in the review of *Cultural Heritage Resource Impact Assessments* or *Scoped Cultural Heritage Resource Impact Assessments* and provide recommendations to Council. The conservation and/or designation of any *cultural heritage resource* identified through the assessment may be a condition of a *development* approval by the City.

4.8.10 Scoped Cultural Heritage Resource Impact Assessment

1. The requirements for a *Scoped Cultural Heritage Resource Impact Assessment* may be scoped to the satisfaction of City staff and Heritage Guelph.
2. A *Scoped Cultural Heritage Resource Impact Assessment* may be prepared in instances where the proponent can demonstrate, to the satisfaction of the City, in consultation with Heritage Guelph, that a particular proposal can proceed without *negative impact* on any *cultural heritage resources* or *heritage attributes*.
3. The *Scoped Cultural Heritage Resource Impact Assessment* shall be conducted by a professional(s) qualified in the field of *cultural heritage resources* and according to the City's *Cultural Heritage Resource Impact Assessment Guidelines*.
4. Heritage Guelph may assist in the review of *Cultural Heritage Resource Impact Assessments* or *Scoped Cultural Heritage Resource Impact Assessments* and provide recommendations to Council. The *conservation* and/or designation of any *cultural heritage resource* identified through the assessment may be a condition of a *development* approval by the City.

4.8.11 Cultural Heritage Conservation Plan

1. A *Cultural Heritage Conservation Plan* shall be required as part of, or separate from, the *Cultural Heritage Resource Impact Assessment*, and shall describe the recommended actions

necessary to prevent, change and/or *mitigate*, remedy or *avoid* expected impacts upon *the cultural heritage resources or heritage attributes*. The *Cultural Heritage Conservation Plan* may also describe how the *heritage attributes* will be integrated into or commemorated within the new *development*.

4.8.12 Cultural Heritage Review

1. A *Cultural Heritage Review* is required when requests are made to modify a description of *non-designated properties listed* in the *Heritage Register* or to *list* or *remove non-designated properties* in the *Heritage Register*.
2. A *Cultural Heritage Review* will be conducted in accordance with the *Cultural Heritage Review Guidelines*.

4.8.13 Implementation Policies

1. Pursuant to the *Planning Act*, the *Municipal Act*, the *Building Code Act* and other relevant legislation, the City may pass by-laws or implement other tools to ensure and facilitate the *conservation of built heritage resources and cultural heritage landscapes*, including but not limited to the following:
 - i) Using a range of implementation tools to achieve the objectives for *built heritage resources and cultural heritage landscapes*, including *Site Plan Control* to require exterior design drawings which address matters such as: the character, massing, scale, appearance and design features of buildings; relationship of the proposed building to adjacent buildings and the street; interior walkways; stairs; elevators, etc. that are accessible to the general public; and impacts on the design elements within the municipal right-of-way.
 - ii) Regulating *development* so that it is sympathetic in height, massing, location and character with *built heritage resources and cultural heritage landscapes*, where character includes, but is not limited to, form and massing, materials, fenestration, facade treatments, building orientation, existing scale and pattern and existing landscape and streetscape qualities.
 - iii) Controlling demolition of *built heritage resources and cultural heritage landscapes* in a defined area.
 - iv) Providing financial incentives to encourage the retention and *conservation of built heritage resources and cultural heritage landscapes*.
 - v) Considering reductions or alternatives to standards (e.g. minor variances, parking and building height) as part of a *development application*.

- vi) Entering into *cultural heritage conservation easement agreements* with the owner of any real *property* pursuant to the provisions of the *Ontario Heritage Act* for the purpose of:
 - a. *conserving*, protecting and maintaining the heritage features of the *property* in perpetuity;
 - b. preventing any demolition, construction, *alteration*, addition or any other action which would adversely affect the heritage features of the *property*; and
 - c. establishing criteria for the approval of any *development* affecting the *cultural heritage resource*.

Item 38: The purpose of 'Item 38' is to delete Section 8: Transportation in its entirety and replace it with a new Chapter 5: Movement of People and Goods - An Integrated Transportation System which provides updates and revisions to the transportation policies.

Section 8 Transportation of the Official Plan is hereby deleted in its entirety and replaced by the following Chapter 5 entitled Movement of People and Goods – an Integrated Transportation System:

5 Movement of People and Goods – An Integrated Transportation System

The transportation system will be designed to serve the existing and proposed land use pattern and to facilitate efficient, safe, convenient and energy efficient movement of goods and people throughout the City. The Official Plan recognizes the relationship between land use and all modes of transportation.

Transport accounts for 30% of energy used and 45% of greenhouse gas emissions in Guelph. The Community Energy Plan recommends reducing energy from transportation through measures such as improving public transportation and using *transit-supportive development* and a *compact urban form* to reduce auto trips.

An integrated transportation system contributes to a *complete community*. A balanced, integrated transportation system will contribute to vibrant streets designed to ensure pedestrians and cyclists comfortably and safely co-exist with motor vehicles, thus improving health and quality of life.

Objectives

- a) To provide a transportation system, involving all transport modes, to move people and goods safely, efficiently and economically while contributing positively to the social, cultural and natural environments of the City.
- b) To ensure that the transportation system is accessible and meets the needs of all members of the community.
- c) To ensure that the transportation system is planned, implemented and maintained in a financially sustainable manner.
- d) To encourage and support walking and cycling as healthy, safe and

convenient modes of transportation all year round and ensure that the design of pedestrian and cycling networks are integrated with other modes of transportation.

- e) To place a priority on increasing the capacity of the existing transit system and facilitate its efficient expansion, where necessary and feasible, to areas that have achieved, or are planned to achieve, *transit-supportive* residential and employment densities.
- f) To aim to increase non-auto *mode shares*.
- g) To develop and maintain an appropriate hierarchy of roads to ensure the desired movement of people and goods within and through the City.
- h) To work in co-operation with Federal, Provincial and other local governments, to create a transportation system that accommodates current and anticipated regional transportation movements.
- i) To reduce the amount of energy used for transportation.

5.1 Transportation System

1. The City will plan, implement and maintain a transportation system to facilitate:
 - i) increasing non-auto *mode shares* for average daily trips to 15% for transit, 15% for walking and 3% for cycling; and
 - ii) reducing the amount of energy used for transportation by 25% from 2007 levels by 2031.
2. The City shall maintain the existing transportation system and ensure its continued sustainability while at the same time planning for new *infrastructure* development.
3. *Transportation infrastructure* planning, land use planning and transportation investment will be coordinated and integrated to implement the growth objectives and planned urban structure of this Plan.
4. It is the policy of the City to limit new *development* to areas where adequate transportation facilities can be provided without undue financial burden to the Municipality.
5. Public transit will be an integral component in planning for new development areas.
6. The City, in consultation with the Province and nearby municipalities shall plan, develop and implement inter-city transit projects in conjunction with Provincial transportation projects to achieve a balanced transportation system.
7. A *multi-modal* approach will be used in planning and implementing transportation improvements and in encouraging the increased use of non-auto travel modes.

5.2 Barrier Free Transportation

1. The City's transportation system shall be developed to be inclusive of the needs of persons with disabilities, seniors, children and those with reduced mobility by:
 - i) ensuring that new transit facilities, transit stops and vehicles are accessible and use barrier free design principles in accordance with the *Accessibility for Ontarians with Disabilities Act*;
 - ii) ensuring that sidewalks are accessible and accommodate people with impaired or reduced mobility;
 - iii) encouraging the use of voice signals at crosswalks;
 - iv) modifying existing transportation facilities over time to enhance accessibility;
 - v) requiring minimum off-street parking spaces for persons with disabilities through the *Zoning By-law*; and
 - vi) taking accessibility considerations into account in the design of the transportation system.

5.3 Transportation Demand Management (TDM)

1. *TDM* is an essential part of an overall integrated and sustainable transportation system. *TDM* measures shall be evaluated in all transportation related studies and new *development* plans including the degree to which they contribute towards the achievement of the transportation objectives of this Plan.
2. *TDM* measures may include, but are not limited to:
 - i) including provisions for *active transportation* in association with *development* and capital projects including secure bicycle storage facilities and pedestrian and cycling access to the road network;
 - ii) supporting transit through reduced parking standards for some land uses or locations, where appropriate, and making provisions for parking spaces for car share vehicles through the *development* approval process where appropriate; and
 - iii) encouraging carpooling programs, preferential parking for carpoolers, transit pass initiatives and flexible working hours.
3. The City will encourage shorter trip distances primarily through the development of a more *compact urban form* with additional opportunities for mixed-use development and live/work opportunities.
4. The City will promote *TDM* measures that promote *active transportation*, public transit and increased vehicle occupancy where appropriate.

5.4 Active Transportation – Walking and Cycling

Active transportation which includes pedestrian movement, cycling and any non-motorized modes of transportation is a component of achieving the City's transportation, sustainability, community energy and healthy community objectives.

1. The City supports walking and cycling as priorities when designing the transportation system with a focus on connecting land uses to meet the community's mobility needs.
2. The City supports the ongoing enhancement of a pedestrian and bicycle system that is convenient, safe and pleasant, serves both commuter and recreational purposes and provides access throughout the City.
3. *Active transportation* measures will be promoted in accordance with the following provisions:
 - i) ensure that streets, spaces and public facilities are designed to be safe and comfortable for pedestrians and cyclists;
 - ii) require, provide and maintain infrastructure that maximizes safe and convenient passage for pedestrians and cyclists through the City;
 - iii) ensure that bikeways and pedestrian walkways are integrated into and designed as part of new road and other infrastructure projects in the City. Special consideration will be given to matters such as bike lanes, physically separated bikeways and provisions for a comfortable pedestrian environment which may include shade trees, street furniture, bicycle racks, lighting, signed and safe street crossings and other traffic controls;
 - iv) require minimum provisions for on-site parking and storage for bicycles and other personal transportation devices in the *Zoning By-law* for uses such as employment and commercial, schools, high and medium density residential *development* and transportation terminals;
 - v) implement design and maintenance standards which can reduce the risk of collisions and injuries;
 - vi) provide for unobstructed pedestrian movement by using ramped sidewalk facilities and by providing crossings at reasonable intervals across major barriers such as rivers and railway lines, and priority crossing at high activity signalized intersections, wherever possible; and
 - vii) provide linkages between *intensification areas*, adjacent neighbourhoods and transit stations.
4. The City will prepare a Bicycle Transportation Plan that will identify a Bicycle Network of off-road and on-road bicycle facilities as well as other network improvements.
5. The City will implement the Bicycle Transportation Plan through the *development* process as well as City projects and will give further consideration to the incorporation of improvements and expansions to the Bicycle Network when undertaking road infrastructure works or when *development* proposals are being considered.
6. If rail lines within the City become abandoned or opportunities for multiple-use of rail corridors become available, the City will actively promote the provision of bicycle and pedestrian paths along these corridors, where appropriate.

7. In new *developments*, including *employment areas* and where public transit service is intended, sidewalks shall be provided on both sides of all streets wherever feasible with the exception of the following situations:
 - i) residential streets with a right-of-way less than 18 metres where sidewalks shall be required on only one side of the street;
 - ii) rear laneways, where no sidewalks will be required;
 - iii) roads where a rural cross-section is being maintained and paved shoulders are provided; or
 - iv) adjacent to the Natural Heritage System where a trail with a high level of service may be provided instead of a sidewalk.

5.5 Public Transit

1. The City shall continue to increase connectivity and integration between public transit and other modes of travel through measures such as installing bicycle racks on buses, including bicycle parking at transit terminals, designing for pedestrian and cyclist access to terminals and providing for "park and ride" opportunities.
2. To ensure that public transit is an attractive, energy efficient and convenient means of travel the City will:
 - i) plan for a *compact urban form* by promoting mixed and *transit-supportive* land uses, urban intensification, a strong Downtown and urban structure of nodes and corridors as identified on Schedule 1;
 - ii) consider public transit as a high priority for *transportation infrastructure* planning, second only to *active transportation*;
 - iii) ensure the creation of a road network that permits reasonable walking distances to and from transit stops for a majority of residences, jobs and other activities in the area;
 - iv) ensure that the phasing of new development allows for the provision of transit service in the early phases of new development so that using transit is a viable option for the first occupants;
 - v) require *development* proponents to plan for the provision of transit in an integrated and comprehensive manner including the location of transit routes and facilities, where appropriate; and
 - vi) consider the impacts on transit when planning the locations for higher density housing, commercial and employment centres.
3. In addition to *transit-supportive* land use development, a high level of service, reliability and amenities are needed to attract riders. The City will promote greater use of transit by:
 - i) maintaining efficient transit service through improvements to travel time, reliability, overall routes and regularity of service, especially for those routes that link areas of population and employment concentrations;
 - ii) providing transit priority measures to lessen delays on transit vehicles caused by traffic congestion and traffic control signals, where appropriate;
 - iii) ensuring that bus stops are provided at regular intervals, generally within 400 metres of every residence and business, to promote

- iv) accessibility to all areas;
 - v) providing adequate facilities to improve rider amenities such as bus stop shelters and routes and schedule information; and
 - v) facilitating access to public transit for persons with disabilities by providing special equipment and services where warranted, designing stops, shelters and terminals for accessibility and taking other actions that facilitate improved access to transit services.
4. In the review of *development* applications that involve major traffic generators and of facilities potentially used by transit riders, the City may require the provision of on-site or off-site facilities, such as transit user amenities or road improvements that will facilitate public transit service as appropriate.

5.6 Road Network

An efficient road network will accommodate all modes of travel including vehicular traffic at a reasonable level of service.

1. Road right-of-ways will be planned and designed to enable safe and comfortable use by all users including pedestrians, cyclists, motorists and transit riders of all ages and abilities.
2. The design and development of new transportation facilities will be subject to the applicable provisions of this Plan.
3. Generally, private roads shall be discouraged. Where permitted they shall generally be designed to be publicly accessible.
4. A variety of design mechanisms and operational techniques will be used by the City to promote the efficient utilization of the City's road grid system; for example, requirement for shared driveways in commercial strips and synchronized traffic signals.
5. Where necessary, traffic calming measures shall be incorporated into the design of the street network in accordance with the City's Neighbourhood Traffic Management Policy, or successor thereto.

5.7 Functional Hierarchy of Roads

The functional hierarchy of roads is identified on Schedule 6.

5.7.1 Expressway

1. Expressways are Provincial highways that are intended to move very large volumes of traffic over medium to long distances within and through the City. They are designed as high speed, multi-lane, divided roadways with access restricted to grade-separated interchanges.
2. Expressways include "staged expressways" where the right-of-way is protected, but only two lanes and/or controlled access may be provided at grade, normally at signalized intersections for an

interim period of time.

5.7.2 Arterial Roads

1. Arterial roads are intended to move moderate to large volumes of traffic over moderate distances within the City and to collect traffic and direct it to the Provincial highway system.
2. Arterial roads are designed for medium speed, having capacity for 2 to 6 lanes, usually undivided, with access generally restricted, wherever possible, to at-grade road intersections with other arterial and collector roads.
3. Arterial roads are meant to accommodate a high level of transit service.
4. Direct access from local roads and individual properties shall be limited to avoid interference with the primary function of the roadway.
5. On-street parking may be permitted in certain instances in conjunction with street-oriented development to achieve urban design objectives and functions of this Plan. In these instances, special design provisions will be incorporated within the street right-of-way to ensure safe passage of traffic for pedestrians, cyclists, transit users and motorists while also permitting motor vehicle movement.
6. The desirable right-of-way width shall range from 26 metres to 36 metres with additional widths as required at intersections and to incorporate on-street parking or transit priority measures.
7. It is recognized that arterial roads of less than 26 metres presently exist and widening to achieve the desirable minimum may not be practical.

5.7.3 Collector Roads

1. Collector roads are intended to move low to moderate volumes of traffic within specific areas of the City and collect local traffic for distribution to the arterial or Provincial highway system.
2. Collector roads are designed for moderate speed, having capacity for 2 to 4 lanes, usually undivided.
3. Direct access to private property may be controlled to avoid traffic hazards.
4. Parking may be permitted in instances where parking needs have been identified and can be safely accommodated in conjunction with abutting land uses.

5. The desirable right-of-way width shall range from 23 metres to 26 metres with additional widths as required at intersections and to incorporate transit priority measures and on-street parking.
6. It is recognized that collector roads of less than 23 metres exist and widening to achieve the desirable minimum may not be practical.

5.7.4 Local Roads

1. Public roads not otherwise identified in the functional hierarchy shall be considered local roads.
2. Local roads will provide for low volumes of traffic and access to abutting private property.
3. Local roads are designed for low speed, having capacity for two lanes of undivided traffic, with through traffic discouraged.
4. Parking may be permitted, where appropriate.

5.8 Road Design

1. The City will ensure any impacts on the Natural Heritage System and *cultural heritage resources* are addressed in the design process for road capital projects in accordance with the provisions of this Plan.
2. The City shall have regard for and, when necessary, will require measures to mitigate any *negative impacts* on *cultural heritage resources*, especially the character of landscapes, streetscapes, tree lines, bridges, views and points of scenic interest and the prevailing pattern of settlement, when considering the construction of new roads and road improvements, including road re-alignment and road widening.
3. The road system in new development areas will be connected to the existing road network and facilitate linkages between existing and future developments and will ensure continuity of sidewalks, bicycle facilities and bus routes. Road network design will minimize travel distances for pedestrians, cyclists and transit and shall generally be in the form of a modified grid.
4. The City will promote the creation of an arterial-collector grid road system in the *greenfield area* of the City to assist in the dispersion of traffic and to provide appropriate walking distances to transit services on the main roads.
5. The design of roads will incorporate streetscape and design elements determined through the road design processes that are consistent with the Urban Design policies of this Plan where appropriate based on the planned function of the road.
6. To control future land uses that would increase traffic unnecessarily on the arterial-collector grid and at intersections, the City will:

- i) restrict strip commercial development along arterial roads; and
 - ii) locate *service commercial* development in designated areas along only one side of the arterial road.
- 7. The City will require the submission of traffic impact studies for *development* proposals that are considered as significant traffic generators along arterial and collector roads to determine whether the *development* would compromise the planned function of the road.
- 8. The design and construction of roads will incorporate trail components located within the road right-of-way as recommended in the Guelph Trail Master Plan (2005) or any successor thereto, where appropriate.
- 9. The City shall consider road designs that are innovative in terms of environmental considerations and that support pedestrians, cycling and transit.
- 10. When developing road cross section designs as part of alternative development standards, the City will consider all modes of transportation and how to develop a strong pedestrian realm in accordance with the Urban Design objectives of this Plan.
- 11. Main Streets may be identified on arterial or collector roads in Downtown or in areas of existing or planned high density including *Intensification Corridors* and Community Mixed-use Nodes. Where identified, specific road segments may be designed as Main Streets to reflect their planned function as focal points for shopping, offices and community interaction and will be developed based on the adjacent land use context. Main Streets will provide a safe, functional and attractive pedestrian, cycling and transit-oriented environment that is balanced with an acceptable level of motor vehicular traffic. If necessary, the City may accept a level of service which is less than optimum for vehicular traffic in return for a more pedestrian, cycling and transit-oriented environment. On-street parking will be permitted, where appropriate, and a strong pedestrian realm will be developed in accordance with the Urban Design policies of this Plan.
- 12. The City will consider the impact on existing utility *infrastructure* and opportunities for enhancement or replacement as part of road improvement or maintenance projects through discussion with utility providers.

5.9 Trucking and Goods Movement

- 1. The City will coordinate with the Province, Wellington County and neighbouring municipalities on the planning and design of an efficient goods movement system that minimizes community and traffic impacts.
- 2. Truck use will be regulated through a permissive truck route system and regulations, pertaining to heavy trucks, which is contained in the City's Traffic By-law, as amended from time to time.
- 3. It is the policy of the City to minimize the impact of trucks upon residential

areas.

- i) Truck routes may be used to restrict through truck traffic on certain residential streets. In the consideration of this restriction, truck routes, if provided, will be designed to maximize accessibility to commercial and industrial areas of the City.
- ii) The City will restrict the location of land uses, activities and home occupations that generate truck traffic.

5.10 Railways

1. The City recognizes the importance of the rail system and supports and encourages the enhanced role of rail transportation for goods and passenger movement.
2. The City will facilitate the provision of rail freight service to *employment areas*, where feasible, including the continued support of the City-owned Guelph Junction Railway Company.
3. The City will support the future use of the Guelph Junction Railway for potential passenger rail service as illustrated on Schedule 6.
4. The City will encourage the continued provision of passenger rail service.
5. To minimize road/rail conflict wherever possible, the City has identified the following location for a road/rail grade separation:
 - i) Silvercreek Parkway and CNR grade separation as part of the reconnection of Silvercreek Parkway south of Paisley Road.
6. Proponents of *development* in proximity to a railway:
 - i) must demonstrate, to the satisfaction of the City, that applicable safety requirements can be satisfied;
 - ii) meet the requirements of the Noise and Vibration policies of this Plan; and
 - iii) implement other mitigation and buffering measures such as set-backs, intervening berms and security fencing as may be required as a condition of subdivision approval or other *development* approval.
7. Where *development* cannot reasonably achieve standard safety measures, the City, in consultation with the affected railway, may consider a site specific risk management approach to meeting safety and security requirements.

5.11 Parking

1. The City will ensure that adequate parking facilities are provided to meet the parking demands generated by various land uses.
2. The City shall specify off-street parking requirements and may establish maximum parking requirements in the *Zoning By-law*, where appropriate.

3. Off-street parking areas and facilities shall be provided through zoning and site plan requirements.
4. The City may acquire, develop and operate parking facilities.
5. Cash-in-lieu of required parking may be considered in accordance with the *Planning Act*.
6. Reduced parking requirements may be considered as part of a Parking Study, particularly within Downtown, Community Mixed-use Nodes and *Intensification Corridors*, or for *affordable housing*, or where high levels of transit exist or are planned.
7. The City may develop zoning regulations for shared parking arrangements between multiple facilities to optimize the staggered nature of demand for parking on a time-of-day, weekday/weekend and monthly basis.
8. The City may encourage managing the supply of parking as a *TDM* measure.

5.12 Transportation Networks

The City's road network is integrated into the Provincial Highway system and ties into the County/Township transportation network. Provincial Highways 6 and 7 are both major routes to and through the City while Wellington Road 124 is an important regional connection.

1. The City will work with Wellington County, the Region of Waterloo, the Region of Halton and the Provincial and Federal Governments, as appropriate, to co-ordinate *transportation infrastructure* planning and implementation within the City and surrounding areas. This co-ordination will include participation in *Environmental Assessment* processes and undertaking joint transportation planning studies.
2. Schedule 6 identifies future transportation projects identified through *Environmental Assessments* and council approved studies. *Development* in proximity to these proposed improvements will be designed and integrated such that it does not preclude or negatively affect the proposed transportation network improvement.
3. All *development* proposals adjacent to or in the vicinity of a Provincial Highway within the Ministry of Transportation's permit control area are subject to approval of the Ministry of Transportation. Any areas in the City that are identified for future development that are located within the Ministry of Transportation's permit control area will be subject to provincial policies, standard and requirements. These requirements are in addition to the road design standard requirements of the City. Direct access to provincial highways will be discouraged and often prohibited.
4. The Transportation Master Plan will be updated on regular intervals, generally every 5 years. Studies on specific aspects of the transportation

system may be completed from time to time by various government levels and may address specific elements of the transportation system. Information from these studies will help to inform the updates to the City's Transportation Master Plan.

5.13 Road Widening and Intersection Improvements

Table 5.1 lists right-of-ways that are planned for widening. Table 5.2 lists intersections that are planned to be improved or widened to accommodate on-street parking. As a condition of *development* approval, the City may require that a portion of lands be dedicated to the City for road widening or intersection improvement without compensation. However, these tables are not intended to specify that such roads will necessarily be widened or intersections improved.

1. Land for possible road widening and intersection improvements as described in Tables 5.1 and 5.2, will be dedicated to the City at no expense, as a condition of approval for the following:
 - i) a draft plan of subdivision;
 - ii) a *consent* by the *Committee of Adjustment*; and
 - iii) a site plan approval.
2. Generally, road widenings will be taken equally from each side of the right-of-way to ensure uniform road widths unless otherwise specified in Table 5.1.
3. Road widenings in excess of the ultimate widths listed in Table 5.1 may be required at intersections listed in Table 5.2 for traffic operation and safety improvements such as sidewalks, bike lanes, daylight triangles, turn lanes, channelization, transit priority measures, grade separations, on-street parking or where topographic challenges exist.
4. Where an approved *Environmental Assessment* identifies a right-of-way width that is different than the ultimate widths listed in Table 5.1, the larger width may be applied.
5. Where existing development, road alignments, topographic features or other factors make it impractical to obtain the desired road widening, or road intersection improvements, road right-of-way alterations will be designed to minimize the impact on abutting properties.
6. Plans for future widenings, intersection improvements or road alterations will have consideration for land use, environmental and visual streetscape matters.

Item 39: The purpose of 'Item 39' is to delete Table 8.1 Road Widening Dedications and replace it with Table 5.1 Road Widening Dedications which provides updates to required road widenings.

Table 8.1 of the Official Plan is hereby deleted and replaced by the following:

Table 5.1 Road Widening Dedications

	<u>ROAD</u>	<u>ULTIMATE RIGHT-OF-WAY</u>	<u>WIDENING SPECIFICATION</u>
1.	Alice Street	15 m	5 m south side between Morris Street and Huron Street
2.	Arkell Road	30 m	5 m both sides from Gordon Street to Victoria Road
3.	Cardigan Street	15 m	5 m east side, London Road East to Marcon Street
4.	Church Lane	12 m	3 m both sides, Norfolk Street to eastern end of lane
5.	Clair Road	30 m	5 m both sides, Hanlon Expressway to east City Limit
6.	College Ave	30 m	2–5 m both sides, Hanlon Expressway to Victoria Road
7.	Crimea Street	20 m	2 m south side, Edinburgh Road to Alma Street
8.	Downey Road	36 m	8 m both sides, from 100 m south of Teal Drive to Forestell Road
9.	Dufferin Street	20 m	4 m west side, London Road to Kerr Street
10.	Eastview Road	30 m	5 m both sides, Mountford Drive to east City Limit
11.	Edinburgh Road	26 m	2–3 m both sides, College Avenue West to Suffolk Street West
		30 m	2–5 m both sides, Suffolk Street West to Woodlawn Road
		26 m	2-5 m both sides, Rodgers Road to Gordon Street
12.	Elizabeth Street	24 m	Up to 2 m, both sides, Arthur Street South to Garibaldi Street
		30 m	2–5 m both sides, Garibaldi Street to York Road

	<u>ROAD</u>	<u>ULTIMATE RIGHT-OF-WAY</u>	<u>WIDENING SPECIFICATION</u>
13.	Elmira Road	36 m	5 m east side, Massey Road to Woodlawn Road 8 m west side, Speedvale Avenue West to Massey Road
14.	Emma Street	20 m	5 m south side, Speed River to Delhi Street
		20 m	2–5 m both sides, Delhi Street to Stevenson Street North
15.	Eramosa Road	23 m	1-2 m, both sides, Woolwich Street to Metcalfe Street
		30 m	2–5 m both sides, Metcalfe Street to Meyer Drive
		26 m	3 m both sides, Meyer Drive to Victoria Road North
		30 m	2-5 m both sides, Victoria Road North to north City Limit
16.	Exhibition Street	18 m	5 m east side, Division Street to Verney Street
		15 m	2–5 m both sides, Verney Street to Speedvale Avenue West
17.	Fife Road	30 m	4 m both sides, Wellington Street West to west City Limit
18.	Forestell Road	30 m	5 m both sides, west City Limit to Phelan Drive
19.	Gordon Street	30 m	5 m west side, Wellington Street to Speed River
		24 m	Up to 2 m, both sides, Speed River to College Avenue
		26 m	1–3 m both sides College Avenue to Stone Road
		30 m	3–5 m both sides, Stone Road to Clair Road
		30 m	5 m both sides, Clair Road to Maltby Road

	<u>ROAD</u>	<u>ULTIMATE RIGHT-OF-WAY</u>	<u>WIDENING SPECIFICATION</u>
20.	Grange Road	30 m	5 m both sides, Victoria Road North to Watson Pkwy North
21.	Grange Street	20 m	3 m both sides, Arthur Street North to Victoria Road North
22.	Hyland Road	20 m	2–3 m both sides, Eleanor Court to eastern end of Hyland Road
23.	Janefield Avenue	26 m	6 m east side, College Avenue West to Scottsdale Drive
24.	Kathleen Street	15 m	5–10 m west side, Division Street to Speedvale Avenue West
25.	Laird Road	36 m	4 m both sides from Downey Road to Hanlon Expressway
26.	Maltby Road	30 m	5 m both sides, west City Limit to east City Limit
27.	Neeve Street	20 m	1 m both sides, C.N.R. to York Road
28.	Nicklin Road	26 m	2 m east side, Brentwood Drive to Woodlawn Road
29.	Paisley Road	23 m	2 m both sides, Edinburgh Road North to Silvercreek Pkwy
		30 m	5 m both sides, Silvercreek Pkwy to west City Limit
30.	Palmer Street	15 m	2–3 m both sides, Queen Street to Stevenson Street
31.	Queen Street	20 m	2–3 m both sides, Arthur Street to Palmer Street
32.	Raglan Street	19.8 m	1.5 m south side, Edinburgh Road South to Omar Street
33.	Raymond Street	20 m	5 m east side, Bristol Street to 70 m south
34.	Regent Street	23 m	3 m east side, Rose Street to Grange Street
35.	Roland Street	20 m	3–5 m both sides, Waterloo Avenue to Bristol Street

	<u>ROAD</u>	<u>ULTIMATE RIGHT-OF-WAY</u>	<u>WIDENING SPECIFICATION</u>
36.	Silvercreek Pkwy	30 m	5 m both sides, Wellington Street to north City Limit
37.	Speedvale Avenue	30 m	2–5 m both sides, West City Limit to East City Limit
38.	Stevenson Street	26 m	3 m both sides, York Road to Lane Street
		30 m	5 m both sides, Lane Street to Eramosa Road
39.	Stone Road	36 m	3–8 m south side, College Ave West to Victoria Road South
		36 m	5 m both sides, Victoria Road South to Watson Parkway South
40.	Suffolk Street	18.3 m	3 m north side, Edinburgh Road North to North Street
41.	Surrey Street	20 m	2.2 m on south side between Grant Street and Wyndham Street South
42.	Victoria Road	30 m	2–5 m both sides, Woodlawn Road East to York Road
		26 m	3 m both sides, York Road to Eramosa River
		30 m	2–5 m both sides, Eramosa River to Stone Road East
		36 m	8 m both sides from Stone Road East to the south City Limit
43.	Watson Road	30 m	5 m both sides, Watson Pkwy North to C.N.R.
		30 m	5 m both sides, C.N.R. to Watson Pkwy South
44.	Watson Pkwy.	30 m	5 m both sides, south City Limit to north City Limit
45.	Wellington Street	36 m	10 m south side, Imperial Road South to west City Limit
46.	Woodlawn Road	36 m	2–8 m both sides, Hanlon Expressway to west City Limit

	<u>ROAD</u>	<u>ULTIMATE RIGHT-OF-WAY</u>	<u>WIDENING SPECIFICATION</u>
		30 m	2 m both sides, Hanlon Expressway to Woolwich Street
		30 m	5 m south side, Woolwich Street to Victoria Road North
47.	Woolwich Street	24 m	Up to 2 m both sides, London Road to Speedvale Avenue
		30 m	5 m both sides, Speedvale Avenue to north City Limit
48.	Wyndham Street	30 m	3 m both sides, Wellington Street East to York Road
49.	York Road	30 m	2–5 m both sides, Victoria Road South to Watson Road South
		24 m	Up to 2 m both sides Wyndham Street South to Victoria Road

Item 40: The purpose of 'Item 40' is to delete Table 8.2 Intersection Improvements and replace it with a new Table 5.2 Intersection Improvements which provides updates to intersection improvements.

Table 8.2 of the Official Plan is hereby deleted and replaced by the following:

Table 5.2: Intersection Improvements

<u>ROAD</u>	<u>INTERSECTION IMPROVEMENT</u>
Alma Street	At Paisley Road
Arkell Road	At Gordon Street At Victoria Road
Arthur Street	At Elizabeth Street
Clair Road	At Laird Road At Victoria Road
College Avenue	At Edinburgh Road At Gordon Street At Victoria Road
Dawson Road	At Speedvale Avenue West

<u>ROAD</u>	<u>INTERSECTION IMPROVEMENT</u>
	At Woodlawn Road
Delhi Street	At Speedvale Avenue East
Downey Road	At Laird Road At Forestell Road
Dunlop Drive	At Watson Parkway
Eastview Road	At Watson Parkway At Victoria Road
Edinburgh Road	At College Avenue At Gordon Street At London Road West At Suffolk Street At Willow Road At Water Street At Waterloo Avenue At Woodlawn Road
Elizabeth Street	At Arthur Street At Stevenson Street At Victoria Road At York Road
Eramosa Road	At Metcalfe Street At Meyer Drive
Forestell Road	At Downey Road
Grange Road	At Victoria Road At Watson Parkway
Gordon Street	At Arkell Road At Edinburgh Road At Wellington Street At James Street At Maltby Road At College Avenue
James Street	At Gordon Street
Kathleen Street	At Speedvale Avenue W.
Laird Road	At Clair Road At Downey Road
London Road	At Edinburgh Road At Woolwich Street

<u>ROAD</u>	<u>INTERSECTION IMPROVEMENT</u>
Maltby Road	At Gordon Street At Southgate Drive At Victoria Road
Metcalf Street	At Eramosa Road
Meyer Drive	At Eramosa Road
Nicklin Road	At Woodlawn Road
Niska Road	At Pioneer Trail
Paisley Road	At Alma Street At Silvercreek Parkway At Yorkshire Street
Pioneer Trail	Niska Road
Regal Road	At Woodlawn Road
Southgate Drive	At Maltby Road
Silvercreek Parkway	At Paisley Road At Willow Road At Speedvale Avenue W. At Woodlawn Road
Speedvale Avenue	At Dawson Road At Delhi Street At Kathleen Street At Silvercreek Parkway At Woolwich Street At Watson Parkway
Starwood Drive	At Watson Parkway
Stevenson Street	At Elizabeth Street At York Road At Guelph Junction Railway crossing
Stone Road	At Victoria Road At Watson Parkway
Suffolk Street	At Edinburgh Road
Victoria Road	At Eastview Road At Grange Road At Elizabeth Street At York Road

<u>ROAD</u>	<u>INTERSECTION IMPROVEMENT</u>
	At College Avenue At Maltby Road At Stone Road At Arkell Road At Clair Road
Waterloo Ave	At Edinburgh Road
Watson Parkway North	At Eastview Road At Grange Road At Speedvale Avenue At Starwood Drive At Watson Road North
Watson Parkway South	At Stone Road At Dunlop Drive At Watson Road South
Watson Road North	At Watson Parkway North
Watson Road South	At Watson Parkway South At York Road
Willow Road	At Edinburgh Road At Silvercreek Parkway
Woodlawn Road	At Dawson Road At Edinburgh Road At Nicklin Road At Regal Road At Silvercreek Parkway At Woolwich Street
Woolwich Street	At London Road At Speedvale Avenue At Woodlawn Road
Wyndham Street S.	At York Road At Wellington Street
Water Street	At Edinburgh Road
Wellington Street	At Gordon Street At Wyndham Street
York Road	At Elizabeth Street At Stevenson Street At Victoria Road At Watson Road At Wyndham Street

<u>ROAD</u>	<u>INTERSECTION IMPROVEMENT</u>
Yorkshire Street	At Paisley Road

Item 41: The purpose of 'Item 41' is to add a new Chapter 6 Municipal Services and Infrastructure which provides updates and revisions to policies related to water supply, wastewater treatment, stormwater management, solid waste management, site alteration, termite control and electrical transmission lines and pipelines.

The following new Chapter 6 entitled Municipal Services is hereby added to the Official Plan:

6 Municipal Services and Infrastructure

The provision of *infrastructure*, including drinking water, wastewater, stormwater and waste management, electrical and telecommunication services all support *development*. Provision of these services will be financially viable and manage demand and optimize existing infrastructure in order to reduce the need for new facilities. The City is not responsible for providing all of these services, but plays a collaborative role in ensuring that these are provided efficiently. In addition, this Chapter includes provisions for controlling the spread of termites and for controlling *site alteration*.

Objectives

- a) To encourage the efficient use of municipal services and utilities.
- b) To ensure full municipal services are provided for all forms of *development*.
- c) To ensure *groundwater* resources, on which Guelph's water supply is based and which sustain the area's natural environment, are respected, protected and conserved.
- d) To promote the retention, repair and upgrading of *infrastructure* in the older parts of the City.

6.1 Policies

1. The City will ensure the provision of *infrastructure* and utilities in a fiscally sustainable manner in accordance with recognized standards for urban *development*.
2. The City will ensure there is an adequate supply of serviced land and *intensification* opportunities to meet future *development* needs.
3. The provision and extension of full municipal services and utilities to all new *development* will be required. Full municipal services shall include facilities for:
 - i) sanitary sewage disposal;

- ii) water supply;
 - iii) stormwater management;
 - iv) solid waste management;
 - v) electrical power; and
 - vi) transportation networks including public transit and pedestrian and cycling networks.
4. The City will plan for the inclusion of *district energy* infrastructure within municipal right-of-ways where appropriate.
 5. Where feasible, electrical and cabled services within new *development* shall be located underground. Upon replacement, providers are encouraged to relocate electric and cabled services underground.
 6. Prior to permitting a *development* proposal, the City shall ensure there is adequate provision for overall *municipal water*, wastewater treatment, and solid waste and stormwater management facilities to accommodate the *development*.
 7. The City will coordinate with utility providers to facilitate the efficient provision of services.
 8. City Council may pass by-laws and enter into agreements, including financial arrangements with property owners for the installation of municipal services.
 9. The City will consider the use of alternative development standards to provide municipal services where the effectiveness and efficiency of the service is retained, and when *development* cost savings and energy efficiencies may be realized.
 10. The City will guide the direction, location, scale and timing of *development* to ensure compact, orderly *development* and to minimize the cost of municipal services and related *infrastructure*.
 11. The City will ensure full utilization of existing municipal services and utilities and conservation measures as appropriate.
 12. The City will ensure that *infrastructure* is provided in a coordinated, efficient, integrated and cost-efficient manner to meet current and projected needs, including:
 - i) the optimization of existing *infrastructure*, where feasible, before giving consideration to new *infrastructure* or facilities; and
 - ii) the strategic location of *infrastructure* to support effective and efficient delivery of emergency management services.
 13. The City will ensure that *sewage and water service systems* are financially viable and comply with regulatory requirements, can be sustained by the City's water resources, and protect human health and the natural environment.

14. The City's servicing requirements for planned development and projected growth will be monitored to ensure that the sustainable water and wastewater system capacities are not exceeded and to provide sufficient lead time for the planning, design, approval, financing and construction of new facilities as required.
15. The City will specify procedures for the allocation of water supply and wastewater treatment capacity for *development* applications approved under the *Planning Act*. Such procedures will include reserve capacity allocations for the following:
 - i) residential infill and *intensification development* within the *built-up area*;
 - ii) residential *development* within the *greenfield area*, consistent with staging of development policies; and
 - iii) non-residential *development* in both the existing *built-up* and *greenfield area*.
16. The City will discourage non-residential *development* that requires high volumes of water use and/or wastewater discharge if the *development* has the potential to compromise the City's ability to service existing and planned levels of population and employment, or where the *development* would require unduly costly water and/or wastewater system upgrades.
17. The City will develop guidelines for non-residential water consumption and wastewater discharge to assist in the evaluation of development applications.
18. Where the City has permitted non-residential *development* that requires high volumes of water use and/or wastewater discharge, the allocation of water supply and wastewater treatment capacities will be subject to review and approval by the City. As a condition of *development* approval, the applicant/owner will be required to enter into a consumption and discharge agreement with the City. The agreement will specify the terms and conditions that are to be met by the applicant/owner in order to receive the requested capacity allocation.
19. *Development* on private services is prohibited except as provided for in policy 6.1.20 to avoid sprawl, premature municipal servicing and potential *negative impacts* on the City's water resources and *natural heritage features*.
20. The City will not permit *development* on *partial services* except where necessary to address a failed *individual on-site water service* or *individual on-site sewage services* on an existing lot of record and only where municipal services are not available or are not expected to be available within 2 years.

6.2 Water Supply

The City relies primarily on *groundwater* resources for its potable water including the Arkell Spring Grounds, located in Puslinch Township which is a significant source of supply for the City. Numerous municipal wells within the City boundary

and immediately adjacent to the City also contribute to the City's overall water supply. These policies outline the City's approach to supplying safe high-quality drinking water. Additional policies can be found in Section 4.3 Watershed Planning and Water Resources.

Objectives

- a) To provide a safe, high quality water supply to meet the needs of residents and businesses, now and in the future through an emphasis on conservation, protection and sustainable *development*.
- b) To promote water conservation and efficiency measures to sustain the City's valuable water resources.

Policies

- 1. The City will implement water supply and water servicing master plans that identify how growth on lands designated for urban use will be serviced. Implementation elements of these plans will include:
 - i) identifying current and future water demand and supply areas;
 - ii) investigating sources of long-term potable water supply;
 - iii) identifying major water supply infrastructure improvements (including servicing capacity calculations) required to accommodate population growth as projected by this Plan; and
 - iv) developing programs and policies to conserve water and to reduce requirements for additional water supply and treatment, including the implementation of the Water Conservation Efficiency Strategy - (2009) or successor thereto.

6.3 Wastewater Treatment

The treated effluent from the City's wastewater treatment facility discharges to the Speed River which consists of a riverine ecosystem as well as a source of water for municipalities further downstream from Guelph.

Objective

- a) To protect, maintain or restore the quality and quantity of water upstream and downstream of the City's wastewater treatment facility.

Policies

- 1. The City will continue to implement a wastewater treatment strategy that promotes proactive industrial wastewater management practices, encourages wastewater reduction and on-going upgrades to the City's wastewater treatment facility to protect and improve the water quality of the Speed River.
- 2. The City will implement the Wastewater Treatment Master Plan (2009) to ensure continued optimization of the wastewater plant and the incorporation of new technologies from time to time. The Plan will generally be updated at 5 year intervals.

3. The City will facilitate a reduction in energy consumption for the construction and servicing requirements of subdivisions and other *development* by requiring gravity feed sanitary sewers.

6.4 Stormwater Management

Objectives

- a) To protect, maintain, enhance and restore the quality and quantity of surface water and *groundwater* resources through sound stormwater management.
- b) To implement an integrated *watershed* planning approach in the design of stormwater management such that *Watershed Plans*, *Subwatershed Plans* and Stormwater Management Master Plans serve to guide site-specific *development*.
- c) To implement stormwater management practices that: maintain the pre-*development* hydrologic cycle; maintain or enhance the quantity and quality of stormwater runoff discharged to receiving natural watercourses, wetlands and infiltration facilities; and minimize erosion, flooding, wildlife and fisheries impacts.
- d) To recognize stormwater runoff as an important resource rather than a waste product.
- e) To ensure *Subwatershed Plans* for the various subwatersheds of the City are kept up to date.

Policies

The City will use the *watershed* planning process to handle stormwater from urban development. This process comprises a hierarchy of plans including *Watershed Plans*, *Subwatershed Plans* and stormwater management plans. Information from this process will set the criteria for site specific development. Additional policies addressing the relationship of *Subwatershed Plans* to stormwater management are found in Section 4.3 Watershed Planning and Water Resources.

1. All *development* shall occur in accordance with *Subwatershed Plans* or Stormwater Management Master Plans, as approved by the City of Guelph and the Grand River Conservation Authority.
2. Where *Subwatershed Plans* have not been completed or approved, the City may, in limited situations, consider *development* proposals where:
 - i) a stormwater management plan is prepared to address impacts to water quantity, quality, water balance, major and minor conveyance system (both on and off-site), grading and drainage, erosion and sediment control; and
 - ii) a *Scoped Environmental Impact Study* is prepared to address potential *negative impacts* of the proposed *development*, including

but not limited to impacts to water temperature, base flow, wildlife and *fisheries habitat* and mitigation measures.

3. *Development* shall require the preparation of a detailed Stormwater Management and Engineering Report in accordance with policies 6.4.1 or 6.4.2 above, to the satisfaction of the City and the Grand River Conservation Authority, where applicable, that addresses the following matters and other issues as may be required by the City:
 - i) demonstrate how the design and construction of the stormwater management facility will protect, improve or restore the quality and quantity of surface and *groundwater* resources;
 - ii) demonstrate how the proposed stormwater management design will be consistent with and implement the recommendations of the appropriate *watershed*, subwatershed or Stormwater Management Master Plans, as approved by the City for the subject area;
 - iii) geotechnical and hydrogeologic information to identify soil infiltration rates, depths to the seasonally high water table and deeper regional *aquifers* beneath the site and in the surrounding area;
 - iv) information on the potential impacts in terms of quality and quantity of any proposed stormwater management techniques on the City's *groundwater* resources; and
 - v) demonstration that *pre-development* stormwater flows from the site match *post-development* stormwater flows for a given storm event.
4. The City will require appropriate use of on-site infiltration measures, within the stormwater management design.
5. The City encourages the use of landscape-based stormwater management planning and practices (also referred to as *Low Impact Development*) including rainwater harvesting, green roofs, bioretention, permeable pavement, infiltration facilities and vegetated swales in the design and construction of new *development* where site conditions and other relevant technical considerations are suitable.
6. The City encourages approaches to stormwater management that include a combination of lot level, conveyance and end-of-pipe stormwater controls to maintain the natural hydrologic cycle, protect water quality and quantity and minimize erosion and *site alteration* and flooding impacts.
7. All *development* shall be required to adhere to any approved City policies, guidelines and standards including the Stormwater Management Master Plan (2011) and the Design Principles for Stormwater Management (1996). These plans and guidelines are intended to augment the Ontario Ministry of the Environment's Stormwater Management Practices Planning & Design Manual, as amended from time to time and are intended to achieve the highest level of utilization, aesthetics, environmental benefits and ease of maintenance for stormwater management facilities.
8. Stormwater management facilities are permitted in all land use designations on Schedule 2. The City will generally discourage detention

and retention facilities in municipal parks except where identified in the Stormwater Management Master Plan (2011). Detention and retention facilities are not permitted in *natural heritage features* or in *buffers to natural heritage features*, except as provided for under the Natural Heritage System policies of this Plan. The City recognizes that controlled discharge from stormwater facilities to receiving wetlands and watercourses is required to ensure the water quality and quantity of the receiving waterbody is maintained or enhanced.

9. Watercourses regulated by the Grand River Conservation Authority should be left in an open and natural state unless approval to alter the watercourse is obtained from the Grand River Conservation Authority. The enclosure of open watercourses or their channelization into open concrete channels will be prohibited.
10. The City will explore opportunities to restore watercourses that have been enclosed or channelized to open and natural watercourses.
11. Approvals from the City, Grand River Conservation Authority and other relevant agencies shall be required prior to the alteration of any watercourse, the design and construction of any stormwater management facility or the commencement of any grading or filling.

6.5 Solid Waste Management

Objectives

- a) To provide solid waste management facilities to accommodate the needs of existing and projected residents and businesses.
- b) To show environmental leadership in using a waste management system that facilitates, encourages and promotes the minimization of waste generation.

Policies

1. The City will provide solid waste management facilities to handle the waste generated by residents and businesses of Guelph. Waste management involves a comprehensive three-stream system of waste handling.
2. The City will implement the Solid Waste Management Plan (2008) that outlines mechanisms to address waste minimization, diversion and disposal targets with an overall goal of reducing the City's ecological footprint. The plan will be updated from time to time, generally at 5 year intervals.
3. The City strongly encourages three stream waste separation city-wide in all buildings to improve diversion of waste from landfill.
4. All waste management systems will be located and designed in accordance with Provincial Legislation and standards and the policies of this Plan.

6.6 Site Alteration

Objective

- a) To preclude premature or undesirable alterations of the natural landscape prior to *development*.

Policy

1. The City will regulate *site alteration* prior to *development*, through the *Site Alteration By-law*, in an effort to: maintain significant landforms; preserve topsoil; minimize impacts on watercourses; minimize flooding or ponding; and preserve vegetation.

6.7 Termite Control

Objective

- a) To prevent the spread of termites and ultimately eradicate them within the City.

Policies

1. The City will enforce the Termite Control By-law in areas that are infested with termites and in areas that are in proximity to infested areas. The by-law, among other matters, authorizes the Termite Control Officer to prescribe methods to eradicate termites from building refuse and soil as well as measures for the safe disposal of this material and methods for new construction.
2. As a condition of *development* approval or issuance of a demolition permit, the City may require that building refuse and soil be disposed of in a manner that minimizes the threat of spreading termite infestation.

6.8 Electrical Transmission Lines and Pipelines

Objective

- a) To ensure that any future high voltage transmission lines or major pipelines are located to protect the health and safety of the community.

Policies

1. The location of new electrical transmission lines, associated facilities and pipelines will be evaluated in accordance with the *Environmental Assessment Act* and will minimize any adverse social, land use, visual, environmental or safety impacts.
2. Future high voltage transmission lines and major pipelines will be encouraged to locate along existing utility corridors or other right-of-ways, such as roads and railways, in order to minimize the fragmentation of properties.

3. Future high voltage transmission lines and major pipelines will avoid existing and future residential areas, areas within the Natural Heritage System and Open Space and Parks designated lands, to the extent possible.

Item 42: The purpose of 'Item 42' is to rename the section heading for Section 7 Land Use to Chapter 9 Land Use and to delete and replace the introductory paragraph.

Section 7 Land Use is hereby renamed Chapter 9 Land Use and the introductory paragraph is hereby deleted and replaced as follows:

9 Land Use

This Chapter establishes the objectives, policies and permitted uses for each of the land use designations identified on Schedule 2. The land use designations and policies provide direction for *development* and the basis for decision-making involving applications under the *Planning Act*.

Secondary Plans, adopted through amendment to this Plan, may require more detailed policies and land use schedules for the areas to which they apply.

Schedule 2 establishes the pattern of land use in the City by establishing the following Land Use Designations:

RESIDENTIAL

Low Density Residential
 Low Density Greenfield Residential
 Medium Density Residential
 High Density Residential

EMPLOYMENT

Industrial
 Corporate Business Park
 Institutional Research Park
 Mixed Business

COMMERCIAL and MIXED-USE

Community Mixed-use Centre
 Mixed-use Corridor
 Neighbourhood Commercial Centre
 Service Commercial
 Mixed Office / Commercial

NATURAL HERITAGE SYSTEM

Significant Natural Areas
 Natural Areas

OTHER

Major Institutional
 Open Space and Parks
 Major Utility
 Special Study Area
 Reserve Lands

Item 43: The purpose of 'Item 43' is to add a new Chapter 7 entitled Community Infrastructure including an introductory paragraph and the following sections:
 7.1 Community Facilities
 7.2 Affordable Housing

The following new Chapter 7 entitled Community Infrastructure and sections 7.1 and 7.2 are hereby added to the Official Plan as follows:

7 Community Infrastructure

Community infrastructure includes the services that are integral to the social, health, educational, cultural and recreational needs of the City. These services contribute to the quality of life for existing and future residents of all ages, abilities, interests, cultural background or income level.

7.1 Community Facilities

Objective

- a) To promote the maintenance and development of sustainable neighbourhoods by providing community facilities that supports a high quality of life standard for all residents.

Policies

1. The City will encourage the adequate provision of community facilities in conjunction with new residential growth. For the purposes of this Plan, community facilities include, but are not limited to such things as municipal recreational facilities, institutional health care facilities, schools, police, fire, library and museum services, religious and educational facilities.
2. Community facilities should be strategically located to support the effective and efficient delivery of emergency management services. Where feasible, community facilities should be co-located to promote cost-effectiveness and facilitate service integration.
3. The City recognizes that, because a significant portion of community facility provision is not within the jurisdiction of the City's administration, co-ordination between the City and public boards and agencies is essential. This Plan promotes dialogue and informed decision making between all agencies and boards active within the Guelph community.
4. Regarding the provision of school facilities within the community, this Plan promotes the adequate distribution and supply of school spaces to meet the community's educational needs.
5. Within new growth areas of the City, this Plan encourages the provision of new schools within a reasonable time of the construction of new housing in the area.
6. The City may require residential development proposals to be phased where it is determined, in consultation with the School Board(s) there is not an adequate supply of school spaces within the community.
7. Community facilities in the older established areas of the City add to the stability of neighbourhoods and should be retained.
8. The City will develop a cultural policy that clarifies the City's role in providing and facilitating access to cultural facilities and experiences.

9. Cultural facilities, including museums, art galleries, performing arts facilities, private facilities and managed historical sites are supported as an integral part of the social and cultural fabric of the City.
10. New cultural facilities that serve the City or larger region are encouraged to locate Downtown.

7.2 Affordable Housing

The City recognizes the importance of housing, including *affordable housing*, in meeting the needs of the City's existing and future residents.

Objectives

- a) To encourage and support the development of *affordable housing* throughout the City by planning for a range of housing types, forms, tenures and densities.
- b) To actively participate in, encourage and promote *affordable housing* opportunities funded by Provincial and/or Federal programs in conjunction with the *Consolidated Municipal Service Manager (Service Manager)* to ensure a supply of new *affordable housing* within the City.
- c) To encourage and support education and awareness programs with private, public and local community stakeholders to highlight the economic and social advantages of *affordable housing*.
- d) To recognize the role of existing housing and *accessory apartments* in providing choices for a full range of housing, including *affordable housing*.
- e) To protect the existing supply of affordable rental housing by regulating demolitions and the *conversion* of existing rental properties to *condominiums* or co-ownership housing.
- f) To promote innovative housing types and forms to ensure *affordable housing* for all socio-economic groups throughout the city.
- g) To establish and implement minimum targets for *affordable housing* through new *development* applications.
- h) To ensure that an adequate supply, geographic distribution and range of housing types including *affordable housing* and supporting amenities, are provided to satisfy the needs of the community and to support an affordable lifestyle.

7.2.1 Affordable Housing Targets

1. An *affordable housing* target will be implemented through new *development* applications city-wide. The *affordable housing* target is based on the method outlined in the City of Guelph's December 2009 Affordable Housing Discussion Paper and will be implemented through the use of various planning tools (e.g., planning policy, development approvals, financial incentives, partnerships,

community education and monitoring).

2. The annual *affordable housing* target requires that an average of 30% of new residential development constitute *affordable housing*. The target is to be measured city-wide. The target includes an annual target of 27% affordable ownership units and an annual target of 3% affordable rental housing units.
3. The City will support the *Service Manager* in the achievement of the development of *social housing*.
4. While not part of the annual *affordable housing* target, the creation of approximately 90 accessory apartment units annually will be encouraged.

7.2.2 General Policies

1. The City will develop a housing strategy that will set out a plan, including policies for the Official Plan and implementation strategies, to meet the needs of all residents, including the need for *affordable housing* – both home ownership and rental housing. The housing strategy will include the planning and development of a range of housing types and densities to support the achievement of the *intensification target* and *density targets*.
2. As part of the *development* approval process, City Council may require the identification of lands for *affordable housing*.
3. City Council shall consider giving priority, through the Development Priorities Plan, to *development* applications that provide the type, size and tenure of housing required to meet the social and economic needs of the City's residents.
4. City Council may establish alternative development standards for *affordable housing*, *residential intensification*, *redevelopment* and new residential development which minimizes the cost of housing and facilitates *compact urban form*. This may include setting maximum unit sizes or reducing parking requirements.
5. City owned land that is surplus to City needs and appropriate for residential development shall be given priority for sale or lease for the development of *affordable housing*.
6. Investment in new *affordable housing* shall be encouraged through a coordinated effort from all levels of government and appropriate partnerships with non-government organizations and through the implementation of a range of strategies including effective taxation, regulatory and administrative policies and incentives.
7. The City shall identify, promote and where appropriate, participate in *affordable housing* opportunities funded by senior levels of government and presented by non-government organizations.

8. The City may require the submission of an Affordable Housing Report as a part of a *development* application, demonstrating to the satisfaction of the City how the application addresses *affordable housing* needs including the provision of a range of *affordable housing* prices.
9. *Affordable housing* will be provided throughout all areas of the City to ensure an adequate supply, range and geographic distribution of all housing types.
10. *Affordable housing* is encouraged to locate where served by transit, and other services such as, shopping, parks and other community facilities. Housing proposed in Downtown and Mixed-use designations is strongly encouraged for *affordable housing* because of the availability of nearby services and opportunity to support an affordable lifestyle.
11. The City will undertake a review of municipal implementation tools that could be used to support and implement *affordable housing*.
12. The City recognizes that since *social housing* is not within the jurisdiction of the City's administration, co-ordination between the City and the *Service Manager* is necessary. This Plan promotes dialogue and informed decision making between the City and the *Service Manager*.

7.2.3 Retention of Existing Housing

1. The City's existing housing stock represents a significant component of *affordable housing*. To promote its retention, in instances where it is not required for *intensification* efforts, the housing should be maintained and updated to reflect current building standards and energy conservation efforts.
2. The City will use the provisions of the *Property Standards By-Law* under the *Municipal Act* and Demolition Control provisions of the *Planning Act* to protect and promote the continued useful life of existing housing.

7.2.4 Retention of Existing Rental Housing

1. The retention of the existing rental housing stock will be promoted as an important *affordable housing* source providing choice for residents who prefer to rent rather than own.
2. The following provisions will be implemented to promote the retention, maintenance and upkeep of the existing rental housing stock:
 - i) the *condominium conversion* policies as outlined in Section 7.2.5;
 - ii) the demolition control provisions of this Plan;
 - iii) the use of the City's *Property Standards By-law* for

- iv) maintenance and upkeep; and
- the promotion of the use of senior government rehabilitation programs.

Item 44: The purpose of 'Item 44' is to delete subsection 7.1 All Land Use Designations

Subsection 7.1 All Land Use Designations is hereby deleted.

Item 45: The purpose of 'Item 45' is to delete subsection 7.2 Residential, Objectives a through n, Policies 7.2.1 through 7.2.13.

Subsections 7.2 Residential, Objectives a through n, Policies 7.2.1 through 7.2.13 are hereby deleted.

Item 46: The purpose of 'Item 46' is to renumber and revise policies 7.2.14 and 7.2.15.

Policies 7.2.14 and 7.2.15 are hereby renumbered and revised as follows:

7.2.5 Condominium/Co-ownership Housing Conversion from Rental

- ~~7.2.14~~ **1.** A *condominium/co-ownership* conversion will refer to any change in the tenure status of an existing residential housing development from rental to *condominium* or *co-ownership* housing tenureship Existing rental housing refers to projects containing any dwelling units occupied by residential tenants or last occupied by residential tenants and currently vacant.
- ~~7.2.15~~ **2.** The conversion of rental accommodation to *condominium* or *co-ownership* housing tenureship will be considered on the merits of each proposal.
- 3.** **Conversion of rental accommodation to *condominium* or *co-ownership* housing may only be permitted where a Rental Conversion Report has been submitted demonstrating to the satisfaction of the City that no adverse impacts will result on the supply or range of rental housing provided, including its geographic distribution. Applicants may include a supplementary *vacancy rate* survey supplementing the *vacancy rates* reported by the Canada Mortgage and Housing Corporation (CMHC).**
- ~~4.~~ **4.** The City will discourage the conversion of existing rental units to *condominium* or *co-ownership* housing when the *vacancy rate* for rental accommodation is below 3%, and will prohibit such conversions when the *vacancy rate* is below 1.5%. The *vacancy rate* shall be defined as the average *vacancy rate* of the latest two vacancy surveys conducted in Guelph by the Canada Mortgage and Housing Corporation. The City may conduct supplementary *vacancy rate* surveys and modify the *vacancy rates* reported by C.M H.C in accordance with its own findings.
- ~~2.~~ ~~The policies of the City's approved "Municipal Housing Statement" will be used to outline the general requirements of the Municipality to permit a *condominium* or *co-ownership* housing conversion.~~

- 3. 5. The City will utilize agreements setting out the specific conditions and standards for a *condominium* or *co-ownership* housing conversion.
- 4. 6. When considering applications for *condominium* or *co-ownership* housing conversion, Council will have regard for:
 - a) i) The number of units included in the conversion application;
 - b) ii) The number of rental units under construction at the time of application for conversion;
 - c) iii) The impact of the conversion on the rental housing market (i.e., anticipated changes in *vacancy rates*).

Item 47: The purpose of 'Item 47' is to add a new subsection 7.2.6 Affordable Housing Implementation Policies

The following new subsection 7.2.6 Affordable Housing Implementation Policies is hereby added to the Plan.

7.2.6 Affordable Housing Implementation Policies

A variety of tools and techniques may be used to assist in the development of new *affordable housing*.

1. The City will undertake a review of municipal tools for the implementation of *affordable housing* to develop an appropriate approach for the City to meet identified *affordable housing* targets. The implementation strategy will include administration, communication and monitoring approaches.

Administration

2. In conjunction with the *Service Manager*, the City shall actively identify and promote *affordable housing* opportunities within the City to facilitate proponents of *affordable housing* in receiving funding from senior levels of government for the development of new *affordable housing*.
3. *Social housing* will be developed in conjunction with the *Service Manager*.
4. The City will support and assist the *Service Manager* in the preparation of a housing strategy to meet the housing needs of the most vulnerable in the City. The City will support and facilitate the provision of affordable rental housing through the Guelph Non-Profit Housing Corporation.
5. The City will explore the feasibility of developing a 'land banking' program whereby lands may be held in public ownership until senior government *affordable housing* funding becomes available.

Communication

6. The City, in conjunction with the *Service Manager*, will continue to promote and educate the public on current federal/provincial housing and financial assistance programs.
7. The City will promote and where appropriate establish on-going partnerships with both federal/provincial governments for surplus land and/or buildings.
8. The City will continue to advocate to senior levels of government for additional funding and tax incentives for low-income households and clearer legislative authority to implement *affordable housing*.

Monitoring

The City will develop and maintain an *affordable housing* monitoring system. Monitoring will include details on the *affordable housing* developments planned and constructed over the year and will set the new *affordable housing benchmark* prices for ownership and rental housing for the upcoming year. The information collected may be used to inform the prioritization and assignment of development proposals in the City's Development Priorities Plan.

9. The *affordable benchmark* price for ownership and rental housing will be monitored and established annually to reflect changing market conditions.
10. The *affordable housing* target will be reviewed as part of the Five Year Official Plan review.
11. The City will annually monitor:
 - i) the number and types of *affordable housing* produced through new residential *development* and *intensification* efforts;
 - ii) the number and types of *affordable housing* lost through demolition and condominium conversion;
 - iii) ownership and rental house prices;
 - iv) rental *vacancy rates*; and
 - v) achievement of the *affordable housing* targets of this Plan.
12. Based on monitoring results, priorities may be set among the various *affordable housing* needs.

Item 48: The purpose of 'Item 48' is to add section 7.3 Open Space System: Trails and Parks which updates and replaces policies related to the open space system in the Official Plan.

The following Section 7.3 Open Space System: Trails and Parks is hereby added to the Official Plan.

7.3 Open Space System: Trails and Parks

The City's open space system accommodates a variety of recreational pursuits while having regard for and complementing the City's natural areas. The open space system consists of parks, trails and open space areas that are not part of but may be interconnected with or supportive of the natural heritage system and conservation lands. The open space system plays an important role in defining the character of the City and promoting community health and wellness.

This Plan sets out policies that protect and enhance the open space system for current and future generations.

Objectives

- a) To develop a connected open space system of trails and parks that provides residents with exposure to, awareness of and interaction with nature and contributes to community health and wellness.
- b) To develop a cohesive and comprehensive city-wide trail system that will connect people and places through a network that is off-road, wherever possible, and supported by on-road links where necessary.
- c) To create a hierarchy of open space, trails and parks based on size, function and population to be served.
- d) To provide a sufficient open space system of parks and trails to meet the active and passive recreational needs of residents that is accessible to all residents.
- e) To accommodate the unique and growing park and trail needs created by *residential intensification* with an emphasis on walkability.
- f) To reduce parkland deficiencies within City neighbourhoods.
- g) To encourage the use of the City's parks as '*living community centres*' that provide animated spaces serving as activity hubs for neighbourhoods and the community at large in accordance with the Recreation, Parks and Culture Strategic Plan.
- h) To protect and enhance, trails, parks and open spaces for current and future generations.
- i) To create and promote tourism attractions in the City's open space system.
- j) To encourage indigenous biological diversity, naturalization and environmental enhancement in appropriate open space and park locations.
- k) To ensure that urban forestry is a key component of park design.
- l) To plan for interconnections and enhancement opportunities between the open space system and the natural heritage system, where appropriate.

7.3.1 Trail Network

The City's Trail Network is based on the Guelph Trail Master Plan which provides the vision for a comprehensive network of off-road trails and on-road links that connect people and places throughout Guelph and potentially to neighbouring municipalities. The Trail Network is comprised of interconnected parks, recreation areas and other open spaces.

1. The City will continue to pursue the development of a Trail Network as set out in Schedule 7 and in accordance with the Guelph Trail Master Plan.
2. Where privately owned lands are shown on Schedule 7, this Plan does not imply that these lands are open to the general public or that these lands will be purchased by the City or any other public agency in the future.
3. Under most circumstances, trail development should be restricted to public lands; private lands will not be considered until a mutually agreeable arrangement between the City and the land owner has been prepared.
4. This Plan recognizes that all lands owned by the University of Guelph and the Homewood Corporation are under private ownership.
5. The following measures may be used to assist in realizing the objective of creating a publicly accessible linked Trail Network:
 - i) acquiring land to complete the system through purchases, leases, *easements*, rights-of-way, dedications and any other applicable means;
 - ii) developing, for open space and park purposes, those City-owned lands that are located within the proposed system;
 - iii) integrating abandoned railway properties into the Trail Network as they become available;
 - iv) supporting measures by the Grand River Conservation Authority, or any other public agency, to improve the river banks; and
 - v) requiring, as part of a *development* proposal, lands to be reserved for future public open space, park and trail linkages, where applicable.
6. The City will work to improve and expand on the Trail Network, add missing links and overcome physical barriers. Amendments to the Trail Network as illustrated on Schedule 7 will not be required for route revisions provided that the continuity of the network can be maintained.
7. The City may develop sections of the Trail Network to alleviate identified park deficiencies.

8. To improve attractiveness, continuity, accessibility and utility the City will develop linkages between parks at different levels of the park hierarchy. Such linkages may consist of:
 - i) an *environmental corridor, ecological linkage* or open space area;
 - ii) a walkway, *right-of-way* or *easement*;
 - iii) a defined route that makes use of the street system;
 - iv) walkways/trails through existing or proposed parks;
 - v) abandoned, existing or proposed utility corridors;
 - vi) abandoned or underused railway lines; and
 - vii) storm drainage channels or natural drainage systems.

7.3.2 Park Hierarchy

Complemented by the City Trail Network, this Plan sets out a hierarchy of parks; differentiated primarily on the basis of function, size, amenity and population served. The Park Hierarchy consists of Urban Squares, Neighbourhood Parks, Community Parks and Regional Parks.

Urban Squares

Urban Squares will primarily be developed in areas of significant *intensification* in the City to address increased demands for recreation, parks and cultural opportunities.

1. Urban Squares are smaller in scale than Neighbourhood Parks and provide opportunities for passive recreation and social interaction.
2. The Urban Design Section of this Plan contains policies for the design of Urban Squares.

Neighbourhood Parks

Neighbourhood Parks will primarily cater to the needs and interests of the residents living within its general vicinity for unorganized, unstructured and spontaneous leisure activities. Neighbourhood Parks contain a mixture of passive areas, low to intermediate sports facilities, informal and formal play areas and may contain natural areas.

3. It is the policy of the City to maintain a minimum city-wide average rate of Neighbourhood Parks provision of 0.7 hectares /1000 population.
4. The following criteria will be considered in the provision of Neighbourhood Parks:
 - i) that the site is located within a five to ten minute walk from the residential area served (service radius of about 500 metres) and is unobstructed by major barriers;
 - ii) that the site, where feasible and desirable, is located adjacent to school sites;
 - iii) that the site contains adequate street frontage for visibility

- and safety;
- iv) that the site can be linked, where feasible, to the trail network;
- v) that the site contains sufficient table land (approximately 80 percent of site) and is well drained, except where the site takes advantage of a specific *natural feature*; and
- vi) that the site has a minimum size of 1.0 hectare so that a variety of outdoor recreation activities may be accommodated.

Community Parks

Community Parks are designed primarily to provide specialized recreation facilities for use by a wide segment of the population and serve more than one neighbourhood. In addition, these parks may also serve a Neighbourhood Park function.

5. Community Parks may be developed to provide facilities for active recreation at an intermediate and/or major level such as sportsfields, recreation and/or community centres. Community Parks may contain natural areas, beaches, trails, picnic areas, public recreation facilities and passive areas.
6. The City will maintain a minimum city-wide average rate of Community Parks of 1.3 hectares /1000 population.
7. The following criteria will be considered in the development of Community Parks:
 - i) that the site has direct access to an arterial or collector road and is accessible by public transit;
 - ii) that the site contains sufficient parking to meet anticipated demand;
 - iii) that the site contains sufficient table land to accommodate the needs of the active recreation facilities proposed for development;
 - iv) that the site can be linked, where feasible, to the overall trail network; and
 - v) that the site consists of between 10-20 hectares in size, depending upon the nature of the facilities proposed. However, a very specialized facility may be developed on a smaller site.

Regional Parks

Regional parks are designed primarily to provide facilities or features that attract visitors from the local community and from the broader region. Regional parks may include: civic centres, botanical gardens, wildlife sanctuaries, natural reserves, scenic portions of waterway systems, museums, major historic sites, golf courses, university facilities, major sports and community recreational facilities.

8. The City will encourage the provision of Regional Park facilities at the rate of 1.3 hectares /1000 population.
9. The following criteria will be considered in the development of Regional Parks:
 - i) that the site has significant frontage on an arterial road;
 - ii) that the site is accessible by public transit;
 - iii) that the site contains sufficient parking for visitors and staff;
 - iv) that the site can be linked or integrated into the trail network, where possible; and
 - v) that the site normally is greater than 25 hectares.

7.3.3 Public Consultation on Parkland Design

1. The general public and area residents will be consulted and engaged in the design and development process for park master plans as appropriate.

7.3.4 Parkland Deficiencies

1. The City will work to reduce identified parkland deficiencies, where feasible, through the following measures:
 - i) by conducting further studies to determine which parks have potential for expansion and where such expansion is most desirable;
 - ii) by acquiring additional land to enlarge existing small parks, where appropriate;
 - iii) by acquiring vacant infill sites to create new small parks;
 - iv) by acquiring redundant school properties or parts thereof;
 - v) by improving the quality and usefulness of existing parks through better design and development;
 - vi) by encouraging and working with the local School Boards to upgrade the design and development of some of their open space areas;
 - vii) by developing portions of certain community or regional parks to meet neighbourhood needs;
 - viii) by identifying the Downtown as a high priority area for future park development within the river corridors and for the establishment of urban squares; and
 - ix) by enhancing connections between park and open space areas.

7.3.5 Parkland Dedication

1. The City will require parkland dedication as a condition of *development, consent* or subdivision proposals in an amount up to:
 - i) 2% of the land for commercial or industrial purposes;
 - ii) 5% of the land or one hectare for each 300 *dwelling units* for residential purposes; and

- iii) 5% of the land in all other cases.
- 2. Council may pass and update a by-law in accordance with the *Planning Act* outlining the rates of parkland dedication that are to be applied as a condition of the *development* approval process of land for residential and non-residential purposes.
- 3. *Natural heritage features* and *natural hazard lands* as outlined in this Plan will not be accepted as parkland dedication.
- 4. Urban squares and parks held in private ownership will not be considered part of parkland dedication.
- 5. Where a parkland dedication is required by this Plan, the City will ensure that the land is suitable for development as a park. Generally, the parkland acquired should satisfy the following criteria:
 - i) that the site satisfies the development criteria for the type of park proposed;
 - ii) that the site is not susceptible to major flooding, poor drainage, erosion, steep slopes or other environmental or physical conditions that would interfere with its potential development or use as an active public recreation area. Sites subject to these conditions may be integrated, where possible, into the development of municipal park areas by serving as pedestrian walkways, as part of a linear trail system, as passive recreation areas, or as natural areas;
 - iii) that the site is oriented to take advantage of favourable topography, vistas and mature stands of trees where possible and desirable; and
 - iv) that the lands be dedicated in a condition suitable for parkland development in accordance with the standards of the City.
- 6. Cash-in-lieu of parkland dedication may be required in the following circumstances:
 - i) where the application of the rate of parkland dedication would render the remaining portion of the development site unsuitable or impractical for *development*;
 - ii) where the amount of parkland dedication would be insufficient to accommodate the development of a desirable range of recreation facilities;
 - iii) where existing municipal parkland is available in sufficient quantity and quality to accommodate further *development* in the particular area; or
 - iv) where more suitable parcels of land are available for municipal park purposes in other locations.
- 7. Where cash-in-lieu of the parkland dedication is received by the City, priority will be placed on using the funds to meet the neighbourhood requirements in which the *development* is located.

If the neighbourhood has sufficient parkland, the funds collected may be applied to other areas.

8. Parkland dedication requirements pursuant to the *Planning Act* may be used, whenever necessary and feasible, for the conservation of significant *cultural heritage resources*.

7.3.6 Other Agencies

The City is not the only provider of open space within the community. In order to enhance the City's open space, parks and trails systems, the City will work closely with the local School Boards, the Conservation Authority, the Province, public utilities and institutions, private organizations and individual property owners.

1. Where appropriate, the City may consider the following measures:
 - i) encourage other agencies to provide parks and amenity areas for public use;
 - ii) enter into joint use/management and development agreements with respect to the development of specific recreation facilities that are available to the general public;
 - iii) provide linkages between municipal parks and open space areas and recreation facilities provided by other agencies or private organizations;
 - iv) ensure that adequate private outdoor parks, open space, indoor and outdoor recreational facilities and amenities are provided as part of the regulations pertaining to the *development* of residential and *non-residential* uses in order to ensure a satisfactory living and working environment; and
 - v) where parks standards may not be met in existing *built-up areas*, the City shall endeavour to increase the supply of parks through bequests, donations and partnerships with other public agencies.
2. School sites provide an important park resource within the community. The City will continue to co-operate with the local School Boards in obtaining new school sites and integrating such sites with municipal parks. More specifically, the City will pursue the following:
 - i) where feasible, municipal parks will be developed in conjunction with elementary or secondary school sites;
 - ii) where there is a shortage of Neighbourhood Parks or Community Parks and there are undeveloped school sites within the neighbourhood, or larger community, the City may enter into an agreement with the respective School Board regarding the development of the land for park purposes;
 - iii) where municipal parks are obtained adjacent to a new school site, such parks shall be of a size, configuration, condition and location and have appropriate access so that they can function properly as a Neighbourhood Park or Community Park in the event that the school property is not developed;

- iv) where schools are not to be provided in a new residential neighbourhood, the City may provide additional Neighbourhood Parks at the rate of 0.7 hectare/1000 population; and
- v) where a school is to be closed by a local School Board and the neighbourhood in which the school is located is deficient in parks as a result, the City will consider the acquisition of the site and building, where appropriate, to maintain the desired ratio of neighbourhood and/or community parkland and facilities.

7.3.7 Recreation, Parks and Culture Strategic Master Plan

1. The City's Recreation, Parks and Culture Strategic Master Plan identifies the needs and priorities related to recreation, parks and cultural services, programs, and facilities within the City and how to implement these priorities.
2. The City will monitor and review the implementation of the Recreation, Parks and Culture Strategic Master Plan to ensure that the goals and objectives are being achieved and that they remain an accurate reflection of the community's needs and interests for recreational services.

Item 49: The purpose of 'Item 49' is to add a new Chapter 8 Urban Design which contains policies that replace and update policies related to urban design and barrier free access.

The following new Chapter 8 Urban Design is hereby added to the Official Plan.

8 Urban Design

Good urban design is fundamental to the creation of enduring, attractive and valued environments which are memorable and flexible and can evolve to accommodate changes in use over time. Adaptable and well-designed infrastructure networks, buildings and open spaces result in communities and places that remain viable and attractive for many generations, supporting civic and economic activity and a high quality of life. To achieve a *complete community*, the urban design policies contained in this Plan apply to all development within the City.

The urban design policies of this Plan apply to all land uses and public *infrastructure*.

Objectives

- a) To create neighbourhoods with diverse opportunities for living, working, learning and playing.
- b) To build compact neighbourhoods that use land, energy, water and *infrastructure* efficiently and encourage walking.

- c) To showcase natural attributes as defining features of the City's character by making them highly visible and accessible, especially lands along the Speed and Eramosa Rivers.
- d) To engage in "place-making" - developing infrastructure, spaces and buildings that are permanent and enduring, memorable and beautiful, adaptable and flexible, and valued.
- e) To *conserve* and celebrate the City's *cultural heritage resources* through the reuse of *built heritage* and *cultural heritage landscape* assets and ensuring that adjacent development responds to and respects these assets.
- f) To ensure that the design of the built environment respects the character of the existing distinctive areas and neighbourhoods of the City.
- g) To create a diversity of inviting and accessible gathering places that promote a full range of social, cultural and economic interaction.
- h) To establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces.
- i) To allow for a range of architectural styles and promote expressions that bring interest and diversity in urban form and architectural design while responding appropriately to the local context and achieving *compatibility*.
- j) To design space that is accessible to all, regardless of abilities.
- k) To improve conditions for greater personal security within publicly accessible spaces by designing them to be attractive and comfortable to the public, increasing the potential for informal surveillance and reducing opportunities for crime.
- l) To preserve and enhance protected *public views* and *public vistas* of built and natural features.
- m) To design for a choice of mobility including walking, cycling, transit and driving.
- n) To require urban design that reduces energy and water demand through such measures as, but not limited to, orientation of streets and buildings and the implementation of active and passive *renewable energy systems* and *alternative energy systems* and water conservation strategies.

Policies

8.1 Sustainable Urban Design

1. The design of site and building development will support energy efficiency and water conservation through the use of *alternative energy systems* or *renewable energy systems*, building orientation, sustainable building design, low impact stormwater infiltration systems, drought-resistant landscaping and similar measures.

2. New *development* shall be integrated with the existing topography where possible to maintain the physical character of the area and minimize the amount of grading and filling required.
3. New residential neighbourhoods shall be designed to ensure that most residents live within a 5 to 10 minute walk of amenities and transit stops.

8.2 Public Realm

1. A clearly identifiable *public realm* should be established in all residential areas consisting of an interconnected network of streets, parks, school sites, community trails and open spaces.
2. New residential developments shall be designed to be integrated and connected to surrounding existing neighbourhoods; providing full pedestrian and vehicular access including access to transit.
3. *Development* proposals shall extend, establish or reinforce a modified grid-like street network that:
 - i) connects with the existing urban fabric of streets, open spaces and developed areas;
 - ii) is highly interconnected;
 - iii) responds sensitively and creatively to natural and other established features;
 - iv) integrates with the pedestrian and bicycle networks;
 - v) supports the integration of viable transit service; and
 - vi) is designed to maximize opportunities for solar gain while respecting the built form policies of this Plan.
4. Block lengths shall be reasonably short especially within Community Mixed-use Nodes and *Intensification Corridors* and shall optimize connectivity for pedestrians and encourage walking. Longer blocks shall have adequately sized mid-block pedestrian links.
5. New cul-de-sacs may be permitted only when warranted by natural site conditions or to preserve *cultural heritage resources* in situ.
6. Reverse lotting and 'window roads' (i.e. single loaded local roads flanking arterial and collector roads) should be avoided.
7. Road design will balance the provisions for a safe, accessible, functional and attractive pedestrian-oriented environment with an acceptable level of motor vehicle traffic. To achieve a pedestrian oriented *public realm* and streetscape, a variety of techniques may be implemented, depending on the function and context of the road, including:
 - i) widening sidewalks to allow for a comfortable pedestrian environment as well as retail displays, outdoor café seating, benches and shade street trees;

- ii) reduced lane widths;
 - iii) provision of landscaped boulevards;
 - iv) provision of on-street parking;
 - v) provision of transit priority measures and bicycle infrastructure;
 - vi) provision of regular intersections of roads to allow for the creation of a modified grid system; and
 - vii) use of alternative road geometrics and materials at pedestrian crossing areas.
8. The City will maintain a program of tree replacement within its right-of-ways in all areas of the City.
 9. The planting of trees, shrubs and groundcover in street medians and shoulders shall be designed to allow for their long term health through the implementation of best practices for planting and maintenance. Planting in street medians and shoulders will generally be undertaken with low maintenance, drought resistant and salt tolerant plant species.
 10. The City will coordinate street infrastructure elements such as lighting, parking areas, landscaping, transit shelters, trash containers, bicycle racks and signage to enable the continuity in character and function of the streetscape.
 11. New *development* shall be designed to contribute to a pedestrian-oriented streetscape through strategies such as:
 - i) locating built form adjacent to, and addressing, the street edge;
 - ii) placing principal building entrances towards the street and corner intersections;
 - iii) maintaining or extending a continuous building façade or streetwall along the street;
 - iv) providing for active uses that provide an interface with the *public realm* that enhances the liveliness and vibrancy of the street (e.g. seating, cafés, patios, displays);
 - v) incorporating weather protection measures such as canopies, awnings, building projections or colonnades, where possible;
 - vi) ensuring that street elements are co-ordinated with those within the public street right-of-way; and
 - vii) ensuring that the placement of above-ground utilities do not visually detract from a cohesive streetscape through such strategies as clustering utilities in appropriate locations or containing them in other streetscape features.

8.3 Landmarks, Public Views, and Public Vistas

1. The City may identify existing landmarks or locations for new landmarks and require measures for their protection and retention. In general, signature buildings will be required at corner locations or at the apex of T-intersections to serve as new neighbourhood landmarks.
2. Key *public views* to the Church of Our Lady shall be identified and protected. *Public views* and *public vistas* to other *cultural heritage resources* or natural heritage features may be identified for protection. The

City may initiate studies from time to time to identify significant *public views* and *public vistas*.

3. Parks, schools, places of worship and other community facilities should be established in visually prominent, central and accessible locations to serve as neighbourhood focal points or gathering places. These focal features should have good access to all forms of transportation, be created to a high standard of design and include uses serving the local community.
4. Opportunities to provide *public views* of **Significant Natural Areas** are strongly encouraged.
5. Reverse lotting onto **Significant Natural Areas** and other components of the *public realm* should be avoided.
6. Buildings should be oriented to maintain *public vistas* of **Significant Natural Areas** on lands adjacent to the site.
7. Streets should create view corridors and *public vistas* of **Significant Natural Areas**, the river valleys and park facilities.

8.4 Gateways

1. The City may identify certain desirable locations for gateway features and may require distinctive urban design forms at these locations. Gateways shall define a sense of entrance and contribute to community image and identity.
2. Major gateways will be located in visually prominent sites located at major entry points into the City.
3. Minor gateways are to be located at prominent intersections which are neighbourhood-scaled gateways or at secondary entry points into the City.
4. The following roads, where they intersect the City boundary, are considered major gateways:
 - i) Gordon Street;
 - ii) Woodlawn Road West;
 - iii) Victoria Road North;
 - iv) Woolwich Street;
 - v) Eramosa Road;
 - vi) York Road;
 - vii) Wellington Street West; and
 - viii) Stone Road East.
5. In addition to the City identified major gateways, the City will work with the Province to recognize and design the Hanlon Expressway (Highway 6) corridor as a significant City gateway though standards such as landscaping and lighting. *Development* abutting the Hanlon Expressway shall also recognize its function as a gateway through high-quality building design, appropriate signage and landscaping.

6. *Development* at gateways shall be required to meet a high standard of design, recognizing their role as a gateway and be appropriately oriented to the *public realm*.
7. Where a commercial or mixed-use development is located at the intersection of major streets, the *development* or *redevelopment* of each corner property are considered minor gateways and development will incorporate neighbourhood-scale gateway features. Generally this shall be accomplished through high-quality built form and may include pedestrian linkages into the site at the intersection.
8. Gateways to new neighbourhoods should create a sense of entrance and arrival contributing to community image and identity. Elements contributing to gateway features and design may include: trees and other landscaping, feature lighting, paving and public art.

8.5 Built Form: Low Rise Residential Forms

1. To create visual interest and diversity in the built environment, a wide variety of architectural designs are encouraged. However, new buildings proposed within older, established areas of the City are encouraged to be designed to complement the visual character and architectural/building material elements found in these areas.
2. Dwellings should be sited with a consistent setback to provide human scale streets. Designs should incorporate features such as prominent entrances and front porches to encourage social interaction and allow for views along the street.
3. To ensure garages do not dominate the streetscape in new *development* and to promote “eyes on the street” the *Zoning By-law* shall limit their width such that garages do not generally exceed half the width of the house. Furthermore, the *Zoning By-law* shall limit garage door projection so that most garage doors are recessed and do not project ahead of the front wall of the house.
4. Rear lane development is generally encouraged. On narrow lots and particularly along arterials and within mixed-use areas, residential developments shall generally incorporate rear lanes to help create attractive streetscapes and minimize the impact of driveways on the pedestrian realm.
5. The retention of vegetation in front yards along residential streets is encouraged.

8.6 Built Form: All Built Forms other than Low Rise Residential Forms

1. New buildings shall address the street. Buildings shall have front façades with entrances and windows that face the street and that reflect and, where appropriate, enhance the rhythm and frequency of the immediate vicinity.

2. The principal entrances of commercial and mixed-use buildings shall be oriented toward the street and provide direct user entrances from adjacent streets and walkways. Blank facades facing a street, open space or park shall not be permitted.
3. Commercial, employment and mixed-use buildings should be consistently located close to the street edge and sidewalk.
4. Corner buildings shall address both streets by providing two articulated façades facing the street.
5. Buildings adjacent to the street edge and at sites with high public visibility shall be designed to take into account their high public visibility by incorporating elements such as increased height, roof features, building articulation and high quality finishes and windows.
6. Intersections of major streets shall be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.
7. Buildings will be designed to completely screen roof-top mechanical equipment from public view.
8. Long building facades that are visible along a public street will incorporate recesses, projections, windows or awnings, colonnades and/or landscaping along the length of the facade to reduce the mass of such facades.
9. The design of all commercial buildings and storefronts shall be in keeping with the character and identity of the community and its immediate context. This may require alternative or enhanced standard of corporate or franchise design. Buildings shall reflect the community and immediate context through features such as facade articulation, massing, architectural style, vertical windows, appropriate signage, building materials and exterior finishes.
10. Where appropriate, a building's first storey shall generally be taller in height to accommodate a range of non-residential uses.
11. Large buildings will incorporate architectural elements which will reduce the visual effects of flat roof lines.
12. Industrial buildings which incorporate an office component should be designed to locate the office at the street front of the building and are encouraged to have a minimum height of 2 storeys.
13. Generally, a minimum building height of 2 storeys will be encouraged to provide definition to streets and open spaces. Regulations for minimum building heights may be incorporated into the Zoning By-law for non-residential uses at key locations such as sites fronting onto arterial or collector roads, identified Main Streets and at intersections.
14. Site and building design should support and facilitate future intensification and redevelopment including strategies for building expansions such as

ensuring that upper storey volumes can be infilled to create additional floor area.

8.7 Built Form: Buildings in Proximity to Residential and Institutional Uses

1. Where commercial, employment or mixed-use development is located in proximity to residential and institutional uses the following urban design strategies will be employed to ensure *compatibility*:
 - i) using building massing and placement to reduce the visual effects of flat roof lines, blank facades or building height by means such as appropriately stepping back, terracing or setting back buildings;
 - ii) appropriately locating noise-generating activities within a building or structure and away from sensitive receptors;
 - iii) incorporating screening and noise attenuation for roof-top mechanical equipment and other noise generating activities situated in proximity to sensitive receptors;
 - iv) providing perimeter landscape *buffering* incorporating a generously planted landscape strip, berming and/or fencing to delineate property boundaries and to screen the commercial or employment use from the adjacent use; and
 - v) designing exterior lighting and signage to prevent light spillage onto the adjacent property.

8.8 Built Form: Mid-rise Buildings

1. The following policies apply to mid-rise building forms, which generally means a building between four (4) and six (6) storeys:
 - i) mid-rise buildings shall be designed to frame the street they are fronting while allowing access to sunlight to adjacent properties;
 - ii) mid-rise buildings shall be designed to ensure that servicing and automobile parking are appropriately located and screened. Generally, this shall mean that parking is provided underground or at the rear or side of the building;
 - iii) pedestrian access shall be provided to the principal entrance from the *public realm*;
 - iv) where buildings front onto a public street and are greater than 30 metres in length, building entrances shall be located at regular intervals;
 - v) where buildings are taller than four (4) storeys, building length will be restricted through the *Zoning By-law* to reduce impacts such as shadowing; and
 - vi) shadow, view and microclimatic studies may be required to determine potential impacts arising from mid-rise buildings.

8.9 Built Form: High-rise Buildings

1. The following policies apply to tall building forms, which generally means buildings above six (6) storeys:
 - i) to ensure tall buildings act as landmarks, they shall incorporate a distinctive bottom (e.g., a podium), middle and top. Interesting

- architectural features and roof treatments should be considered for all rooftops of tall buildings;
- ii) parking should be provided primarily below grade with limited visitor surface parking. Structured parking above-grade may be permitted, where appropriate;
- iii) built-form studies addressing building massing, shadows, views and microclimatic studies (e.g., wind) may be required to determine the potential impacts to the surrounding neighbourhood arising from tall buildings;
- iv) floor plate sizes of the tower portion (e.g., storeys five (5) and above) of the building may be limited to encourage slender and elegant tall building designs; and
- v) the tower portion (e.g., storeys five (5) and above) of the building shall be carefully placed to ensure adequate spacing between towers to allow for solar access and privacy.

8.10 Built Form: Vehicle-oriented Uses

Vehicle-oriented uses include uses that facilitate the use and storage of private automobiles, such as vehicle service centres, vehicle repair and sales facilities, service stations and drive-through facilities.

1. Where vehicle-oriented uses are permitted, *development* shall be designed through a combination of site planning, landscaping and built form to:
 - i) conform to the applicable policies of this Plan;
 - ii) reinforce the street edge;
 - iii) contribute to a high quality *public realm* and streetscape; and
 - iv) ensure a clear separation of vehicular and pedestrian traffic to ensure ease of use and safety of movement for pedestrians.
2. Drive-through facilities, where permitted, will be regulated by the *Zoning By-law*. The *Zoning By-law* may restrict which zoning categories permit drive-through facilities. In addition to policy 8.10.1, drive-throughs, where permitted, shall be designed to:
 - i) locate stacking and drive-through lanes in rear or side yards and away from intersections. Stacking and drive-through lanes shall not be located between the building and the fronting street to minimize the impact on pedestrians;
 - ii) provide adequate landscaping adjacent to stacking and drive-through lanes where they are adjacent to other properties and parking areas; and
 - iii) avoid the location of drive-through lanes adjacent to a use that would be negatively affected by noise, light and activity levels associated with these facilities.
3. Service stations, where permitted, shall be:
 - i) limited to one service station per intersection excluding the Community Mixed-use Centres where service stations shall not be permitted at the intersection of arterial roads, collector roads and arterial with collector roads;

- ii) designed to reinforce street edges by locating the principal building at or near the street edge with direct pedestrian access into the building from the street edge;
- iii) designed to ensure that the principal building employs the liberal use of clear glazing and openings along with appropriate architectural treatment, materials and detailing facing the street;
- iv) designed to address building massing, materials and scale as well as issues specific to service station uses including canopies, pumps and islands for gas bars, ancillary buildings and structures, signage and lighting; and
- v) where a car wash is permitted, designed so that the car wash building will be oriented away from the street edge while still maintaining appropriate setbacks, landscaping and allowing for adequate automobile queuing.

8.11 Transition of Land Use

1. To achieve *compatibility* between different land uses, *development* will be designed to create an appropriate transition through the provisions of roads, landscaping, spatial separation of land uses and *compatible* built form.
2. Where proposed buildings exceed the built height of adjacent buildings, the City may require the new buildings to be stepped back, terraced or set back to reduce adverse impacts on adjacent properties and/or the streetscape.

8.12 Parking

1. Building placement in combination with landscaping should be used to screen surface parking areas. Surface parking areas should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the *public realm*, surface parking areas should be designed in a manner that contributes to an attractive *public realm* by providing screening and landscaping. Generously sized landscape strips incorporating combinations of landscaping and decorative fencing or walls shall be provided adjacent to the street edge to provide aesthetically pleasing views into the site while screening surface parking areas.
2. Underground or structured parking is encouraged to reduce or eliminate the need for surface parking.
3. Surface parking areas shall not be permitted immediately adjacent to the corners of an intersection.
4. Walkways should be provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s). These walkways should be well articulated, safe, accessible and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.
5. Large surface parking areas should be divided into smaller and defined sections through the use of appropriately-sized landscaped strips, islands

and/or pedestrian walkways.

6. Parking adjacent to identified *natural heritage features* and associated *buffers* should be avoided.
7. Bicycle parking shall be provided and conveniently located in close proximity to building entrances. Sheltered bicycle parking should be integrated into the built form.
8. Above-grade parking structures shall be designed to provide well-articulated facades facing streets. Street-related uses on the ground level of the parking structure should be provided where appropriate and feasible to contribute to an active pedestrian realm and screen the parking structure.
9. Surface parking areas adjacent to ground-related residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.
10. The *Zoning By-law* may establish the maximum length of frontage along arterial roads that may be used for surface parking. This provision may provide different standards for various land uses.
11. For underground and above-grade parking structures, driveway access and ramp locations shall be located to reduce conflicts with pedestrians and minimize negative impacts on the streetscape.
12. In the Industrial, Corporate Business Park and Institutional/Research Park designations, surface parking for employees should be located in the rear or side yard. Only very limited parking, such as visitor parking may be permitted in the front yard.
13. Surface parking areas are encouraged to be designed to support redevelopment and retrofitting and to enable the transition to structured or underground parking as site development evolves.

8.13 Access, Circulation, Loading and Storage Areas

1. Shared driveways are encouraged for employment, commercial and mixed-use sites to reduce access points and reduce conflicts with pedestrians.
2. Major driveway entrances to large employment, commercial and mixed-use sites should be defined by landscaping on either side of the driveway and/or by landscaped medians.
3. Private roads and internal driveways required for site circulation shall be designed like streets that are comfortable for pedestrians, cyclists and vehicles. They should be physically defined by raised curbs and, where appropriate, landscaped where they intersect with a parking area or driveway. Internal driveways or roads will be used to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement. Internal driveways will be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation

network.

4. Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems.
5. Pedestrian systems shall incorporate landscaping, pedestrian scale lighting and be defined by distinct materials and/or raised walkways.
6. Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building. If permitted outside a building, they shall not be located immediately adjacent to an intersection, will be directed away from a public street, park, river, public open space or residential area or adequately screened if this is not possible.
7. Where outdoor storage is permitted, it shall not be located between a building and a street edge or a building and the intersection of streets.

8.14 Signage

1. Signs, display areas and lighting should be *compatible* in scale and intensity to the proposed activity and tailored to the size, type and character of a development or the space to be used.
2. Signs on *cultural heritage resources*, including within *Heritage Conservation Districts* or within *cultural heritage landscapes* shall be *compatible* with the heritage character of the property, district or landscape and may be regulated in accordance with the provisions of the *Ontario Heritage Act*, as applicable.
3. Signage should be incorporated into the building facade design.
4. Commercial signage should be displayed at a consistent height on building facades such as at the top of the ground floor. Signage shall generally not be permitted on the top of buildings or poles.

8.15 Display Areas

1. Where outdoor display areas are associated with a large building, the use of landscape elements such as plantings, decorative fencing and architectural elements such as façade extensions and canopies shall be incorporated for effective integration with the overall development.
2. Outdoor display areas adjacent to street edges should generally be avoided but may be permitted for vehicle sales subject to the regulations of the *Zoning By-law*. However, well-designed, pedestrian-scaled outdoor display areas that contribute to a comfortable and safe *public realm* may be permitted in areas of high pedestrian traffic provided that safety and accessibility are not compromised.

8.16 Lighting

1. Lighting of buildings and sites shall be provided at levels sufficient for

building identification and safety.

2. All building and site lighting shall be oriented and shielded to minimize the infringement of light and the creation of glare on adjacent properties or public roads. Outdoor lighting should incorporate energy efficiencies such as sensors and timers and direct light away from the night sky. However, lighting of prominent buildings, monuments and other built features to accentuate civic and architectural design may be permitted.
3. Adequate pedestrian-scaled lighting to accent walkways, steps, ramps, transit stops and other features should be provided.

8.17 Landscaping and Development

1. Landscaping shall:
 - i) create visual interest by framing important views and focal points;
 - ii) stabilize slopes and, where appropriate, naturalize areas of a site;
 - iii) complement built form; and
 - iv) contribute to the creation of a high-quality *public realm*.
2. The selection of plant material:
 - i) should be of an appropriate quantity, size, shape, colour and texture that complement and contrast the built form and reflect the site's size and context;
 - ii) shall provide seasonal interest;
 - iii) shall be appropriate to site conditions (e.g. salt and wind tolerant when adjacent to roadways);
 - iv) is encouraged to be of indigenous stock and from locally grown sources;
 - v) adjacent to Natural Heritage System, should be indigenous and non-invasive to help prevent the degradation of the existing ecosystem through unwanted seed dispersal;
 - vi) shall provide for a diversity of species to minimize potential issues of significant plant losses due to disease, insects and/or fungal infestations;
 - vii) is encouraged to promote naturalization and reduce the use of sod; and
 - viii) is encouraged to provide shade where appropriate.
3. Where possible existing trees should be retained on-site and where appropriate suitable new trees should be planted on-site, in the street right-of-way or in other City-approved locations.
4. Where appropriate, trees should be used to help define the image of neighbourhoods, streets and parks.
5. Where required, buffer strips shall consist of plant material that, at maturity, will form a visual barrier, in combination with other strategies such as fencing.

8.18 Safety

1. Sidewalks and community trails should be visible, accessible and aligned along well-used public spaces.
2. New *development* should be designed in a manner that:
 - i) provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”), including public parks, streets and parking areas;
 - ii) clearly marks the transition or boundary between public and private spaces;
 - iii) includes materials that allow for the built environment to be effectively and efficiently maintained;
 - iv) provides adequate lighting in accordance with Sections 8.14, 8.15 and 8.16 of this Plan; and
 - v) provides for multiple walking routes, where appropriate.

8.19 Accessible Design

1. The City as an employer and provider of services is committed to barrier free access. Accordingly, the City will:
 - i) take a leadership role in achieving and setting an example to the business, institutional and volunteer sectors in terms of physical access, integration, employment equity, communications, recreation, transportation, housing and education;
 - ii) establish and implement processes that identify barriers and gaps in existing services and facilities;
 - iii) adhere to the Ontarians with Disabilities Act and the Standard of the Accessibility for Ontarians with Disabilities Act; and
 - iv) continue to improve the level of accessibility of municipal services, parks and facilities by complying with the Facility Accessibility Design Manual (2005) or successor thereto, in all design, development and operation of new and renovated municipal services and facilities.
2. Accessibility standards and designs will be implemented through *development*, including transportation and parking in accordance with the *Accessibility for Ontarians’ Disability Act* and the *Ontario Building Code*.
3. The City will encourage the modification of new and existing private buildings and facilities, including parking, to improve the level of accessibility in accordance with the City’s *Facility Accessibility Design Manual*.
4. The City will implement the standards of the Facility Accessibility Design Manual (2005) or successor thereto, in the design, construction and renovation of all City facilities.
5. The City will design and provide municipal infrastructure and set *development* standards that promote the provision of a universally accessible environment.

8.20 Urban Squares

1. Urban Squares, such as plazas, courtyards and piazzas, are publicly-accessible open space with sitting areas and shade trees that allow for passive use, special events and social interaction. They are often predominantly hard-surfaced. Urban squares shall generally be included within Community Mixed-use Nodes, along Intensification Corridors and within Downtown. Urban Squares will be framed by buildings with ground-floor uses that provide activity throughout the day.
2. Large *development* projects may include a single, large scale urban square and/or a series of smaller urban squares.
3. Hard and soft landscape elements and features within the urban square shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas, as well as the relationship between adjacent buildings and the streetscape.
4. Urban squares may be dedicated to the City as parkland or may remain in private ownership. Where an urban square is to remain in private ownership it shall be built and maintained by the landowner to the satisfaction of the City. An *easement* with the City may be required to ensure that the urban square is open and accessible to the public at all times or as identified in the *easement* agreement.

8.21 Public Art

1. The City will promote the provision of public art in publicly accessible areas. Public art is encouraged to be incorporated into buildings, infrastructure or landscapes to contribute to interesting and memorable places for residents and visitors alike. Public art can be used to commemorate important persons or events. Public art may include statues, paintings, murals, fountains, sculptures, banners, plaques and memorials, which enhance or contribute to a sense-of-place.
2. Development that attracts significant pedestrian traffic is strongly encouraged to include public art in the design of the building and/or site.
3. The installation of public art as part of public infrastructure projects will be considered, where appropriate.
4. The City will develop a policy for public art sited on or staged in municipally owned public space.

8.22 Development Adjacent to River Corridors

1. *Development* on lands adjacent to the river corridor should face, focus and feature the river in context with the natural characteristics of the property and surrounding built form.
2. *Development* proposals shall orient ground level building facades towards the Speed River in Downtown. This is to be accomplished by:

- i) requiring building designs to have entrances and windows which face the river;
 - ii) locating parking areas to not be visually apparent from the river's edge; and
 - iii) restricting the location of loading bays, garbage service areas and storage areas and blank walls from facing the river. Landscaping and screening may be used to provide a visual *buffer* where these functions cannot be relocated.
3. Improvements to riverfront lands that are available for public use shall be encouraged (e.g. improved pedestrian and cycling amenities) along with the retention or restoration of *natural heritage features* and *cultural heritage resources*.
 4. Important *public views* and *public vistas* to the Speed and Eramosa Rivers and landmarks within these river corridors shall be retained and enhanced.
 5. Continuous public accessibility along the Speed and Eramosa River corridors shall be promoted including through the conveyance of land through the *development* process and other appropriate methods of public acquisition.
 6. Buildings and landscapes shall be designed in a manner that ensures physical access to the river. Special building placement and design considerations may be required to protect as well as to optimize *public views*, *public vistas* and access to the river.

8.23 Urban Design Implementation

1. The City will continue to highlight the importance of urban design in all matters related to the planning and development of the City and to set out a course of action aimed at achieving good urban design on a broad and consistent basis through measures such as but not limited to:
 - i) implementing and updating the Urban Design Action Plan;
 - ii) urban design guidelines;
 - iii) architectural control and design review;
 - iv) Urban Design briefs;
 - v) municipal development engineering standards;
 - vi) subdivision approval;
 - vii) the *Zoning By-law*;
 - viii) urban design review panel(s); and
 - ix) site plan control.
2. Where appropriate, the *Zoning By-law* will be used to implement the urban design policies of this Plan and include regulations that promote *compatibility* in built form and appropriate infill projects.
3. The City may prepare and update urban design guidelines to assist in the interpretation and definition of urban design elements as outlined in this Plan. Detailed urban design guidelines may be prepared for the City as a whole, or for specific areas, land uses and/or built form typologies.

Item 50: The purpose of 'Item 50' is to add a new section 9.1 entitled All Land Use Designations excluding the Natural Heritage System; which includes policies for uses that are permitted in all land use designations outside of the natural heritage system including infrastructure and urban agriculture. This section replaces the former subsection 7.1 All Land Use Designations.

The following Section 9.1 All Land Use Designations excluding the Natural Heritage System is hereby added to the Official Plan.

9.1 All Land Use Designations excluding Natural Heritage System

The following permitted uses and policies apply to all land use designations excluding Natural Heritage System.

9.1.1 Permitted Uses

1. The following uses may be permitted in all land use designations excluding the Natural Heritage System subject to the applicable policies of this Plan:
 - i) public and private infrastructure;
 - ii) *urban agriculture*; and
 - iii) municipal parks and municipal recreation facilities.

2. All development and site alteration proposed adjacent to the Natural Heritage System shall be subject to the Natural Heritage System provisions.

9.1.2 Public and Private Infrastructure

1. The following public and private infrastructure may be permitted in all land use designations, unless otherwise limited by the provisions of this Plan:
 - i) all electric power facilities (e.g. transmission lines, transformer and distribution stations) provided that such development satisfies the provisions of the *Environmental Assessment Act* and any other relevant Acts or regulations;
 - ii) utilities and services necessary for the supply and distribution of *municipal water* and sewage, public roads, bridges and railway lines, subject to the *Environmental Assessment Act*, where applicable, and the provisions of this Plan;
 - iii) any infrastructure, building or facility of the City of Guelph, provided that such development satisfies the provisions of the *Environmental Assessment Act*, where applicable;
 - iv) the facilities and infrastructure lines of any privately owned utility but not including uses such as, administrative offices, sales outlets, studios, garages, depots or yards; and
 - v) *non-exempt renewable energy systems and alternative*

energy systems for generation.

2. Notwithstanding policy 9.1.2.1, *non-exempt renewable energy systems* and *alternative energy systems* may only be permitted within residential designations provided the energy generated directly serves those nearby residential uses (e.g., a combined heat and power plant with an associated *district energy* system).
3. The implementing *Zoning By-law* may establish zoning categories in which the uses listed in policy 9.1.2.1 may not be permitted.
4. Public and private infrastructure listed in policy 9.1.2.1 shall only be permitted if:
 - i) the facilities are in conformity with the objectives and policies of the land use designations where they are proposed;
 - ii) the facilities are *compatible* in scale, magnitude, function and character with the residential environment where proposed adjacent to or within a designation permitting residential uses;
 - iii) the facilities do not have an adverse impact on residential and other sensitive land uses with regard to traffic and parking, or cause disturbances such as noise, odour, air or water pollution, dust or vibration;
 - iv) the facility is designed and located to mitigate impacts through appropriate measures such as set-backs, screening, landscaping and enclosing structures; and
 - v) the facility does not adversely fragment or bisect a residential area, or adversely impact the development potential of adjacent areas, which have been designated for future *development*.
5. Where there is some question as to the *adverse effects* a proposed land use may have on the environment, the City will consult with appropriate authorities to be satisfied that any such effect or risk of effects can be appropriately mitigated through Federal or Provincial legislative requirements and associated regulations prior to permitting such use. City Council will not permit uses or development when such consultation indicates that the use represents a significant health or safety risk to the public, employees or the environment.

9.1.3 Urban Agriculture

Objectives

- a) To encourage *urban agriculture* throughout the City in appropriate locations.
- b) To support a local food system including the cultivation of food within the urban environment.

Policies

1. *Urban agriculture* including community gardens may be permitted in all land use designations with the exception of **Natural Areas** and **Significant Natural Areas** unless otherwise limited by the provisions of this Plan and will be subject to City by-laws and guidelines.
2. New *livestock-based agricultural operations* or the expansion of existing *livestock-based agricultural operations* will not be permitted within any land use designation.
3. Notwithstanding policy 9.1.3.2, this Plan does not restrict livestock-based instruction, research and animal care on any lands used by the University of Guelph.
4. All lands within the corporate boundary of the City of Guelph are within the *settlement area*. The City recognizes that as *development* occurs on the outskirts of the developed area of the city that existing agricultural and rural uses will gradually disappear. The City recognizes agriculture as a valuable activity and encourages existing *agricultural uses* to continue until these lands are required for *development*.
5. The City is supportive of a local food system that includes access to healthy foods at a neighbourhood level, the Guelph Farmers' Market, temporary farmers' markets and community gardens.
6. The City promotes the use of underutilized sites and long-term development parcels for *urban agriculture* where appropriate and feasible, without limiting the potential for future *development*.
7. Locations for community gardens may be identified as part of the *development* approvals process. The City encourages the provision of space for community gardens, including roof top gardens, in addition to community amenity area requirements for new multiple residential development sites.
8. The City will encourage community gardens by facilitating the use of parks and underutilized public lands for community gardens according to the City's "Principals and Guidelines for the Location of Community Gardens" as may be prepared and amended. The City may support community gardens by providing water, wood mulch or other forms of in-kind support.
9. The City may partner with community stakeholders to develop mechanisms to promote *urban agriculture* and to mitigate or remove barriers to *urban agriculture*.
10. The City may collaborate with appropriate stakeholders and local partners to develop strategies that advance a healthy, sustainable, secure, resilient, accessible, economically vibrant and equitable

food system. Such strategies may address the following among other topics:

- i) planning for locations for food production, processing, distribution, storage and waste management;
- ii) planning for food security; and
- iii) pursuing opportunities for education and community building around local food.

Item 51: The purpose of 'Item 51' is to add a new Section 9.2 Residential Uses including general policies for residential uses.

The following new Section 9.2 entitled Residential Uses including subsection 9.2.1 is hereby added to the Official Plan.

9.2 Residential Uses

9.2.1 General Policies for Residential Uses

- 1. *Affordable housing* is encouraged wherever residential uses are permitted.
- 2. Notwithstanding the maximum residential densities that are specified for various land use designations of this Plan, *development* designed exclusively for occupancy by senior citizens may be permitted to exceed the maximum unit density allowed without bonusing provided that the applicable residential policies are met.

Item 52: The purpose of 'Item 52' is to renumber and revise policies 7.2.16 through 7.2.19 for Residential Care Facilities.

Policies 7.2.16 through 7.2.19 are hereby renumbered and revised as follows.

9.2.2 ~~Residential Care Facilities~~ Special Needs Housing

- 1. ***Special needs housing shall be permitted within land use designations where residential uses are permitted.***
- 2. **The City in conjunction with the County, Provincial and Federal governments will support the development and retention of *special needs housing* throughout the City.**

~~7.2.16~~ 3. *Group homes* shall be permitted in all areas of the City where residential uses are allowed in accordance with the policies of this Plan, and provided that:

- a) i) Adequate residential amenities and services are available nearby; and

- b) ii) In instances where a *group home* is located within a residential designation, it is of a size and land use character, which is similar to, or compatible with the existing area.

~~7.2.17 Rest homes, nursing homes and other types of group accommodation, shall be permitted in all areas of the City where residential uses are allowed. Because of their land use intensity and potentially incompatible nature, these uses may be permitted in special residential locations as specified in the implementing Zoning By-law.~~

~~7.2.18~~ 4. The *Zoning By-law* implementing this Plan will specifically define the various types of residential care facilities **special needs housing** and will establish regulations regarding such matters as minimum distance separation between facilities, minimum standards for occupancy and site development.

~~7.2.19~~ 5. Where suitable locations for residential care facilities not permitted by the implementing *Zoning By-law* may exist, amendments to the *Zoning By-law* shall be considered subject to individual review, having regard to the following: **Where an amendment to the Zoning By-law is required to permit special needs housing, such amendments will consider:**

- a) i) The nature of the proposed use and its compatibility with the immediate neighbourhood;
- b) ii) The objective of community integration;
- c) iii) The existing *Zoning By-law* regulations;
- d) iv) Specific performance standards such as dwelling type, buffering, minimum amenity area and minimum floor space; and
- e) v) Access to community facilities such as education, public transit and recreation.

Item 53: The purpose of 'Item 53' is to amend the policies for Accessory Apartments which were contained within the General Housing Policies section of the 2001 Official Plan.

The following subsection 9.2.3 Accessory Apartments is hereby added to the Plan.

9.2.3 Accessory Apartments

1. The City shall provide for the creation of *accessory apartments* in low density residential designations.
2. The *Zoning By-law* will provide specific regulations for *accessory apartments*.

Item 54: The purpose of 'Item 54' is to renumber policies 7.2.20 and 7.2.21 for Lodging Houses and amend the Schedule reference.

Policies 7.2.20 and 7.2.21 are hereby renumbered and amended as follows:

9.2.4 Lodging Houses

~~7.2.20~~ *Lodging houses* may be permitted within land use designations permitting residential uses as outlined on Schedule 42 provided that:

- a) i) Adequate residential amenities and services are available nearby; and
- b) ii) In instances where a *lodging house* is located within a residential designation, it is of a size and land use character which is similar to, or *compatible* with the built form of the existing area.

~~7.2.21~~ The implementing *Zoning By-law* will specifically regulate *lodging houses* and the appropriate zones in which they may be permitted.

Item 55: The purpose of 'Item 55' is to renumber and revise policy 7.2.22 for Coach Houses/Garden Suites to section 9.2.5.

Policy 7.2.22 is hereby renumbered and revised as follows:

9.2.5 Coach Houses and Garden Suites

~~7.2.22~~ **1.** *Coach houses* and *garden suites* may be permitted **within land use designation permitted residential uses** as alternative forms of housing in **conjunction with detached, semi-detached and townhouse** all land use designations of the Plan allowing lower density forms of housing.

3. *Coach houses* and *garden suites* will be regulated by the provisions of the implementing *Zoning By-law* and shall be subject to site plan control.

2. The following criteria will be used as the basis for permitting *coach houses* and *garden suites* by amendment to the implementing *Zoning By-law*:

- a) i) ~~t~~The use is subordinate in scale and function to the main *dwelling* on the lot;
- b) ii) ~~t~~The use can be integrated into its surroundings with negligible visual impact to the streetscape;
- c) iii) ~~t~~The use is situated on an appropriately-sized housing lot;
- d) iv) ~~t~~The use is compatible in design and scale with the built form of the main *dwelling unit*;
- e) v) ~~t~~The orientation of the use will allow for optimum privacy for both the occupants of the new *coach house* or *garden suite* and the main *dwelling* on the lot; and

- f) **vi) a**Any other siting requirements related to matters such as servicing, parking and access requirements, storm water management and tree preservation can be satisfied.

Item 56: The purpose of 'Item 56' is to renumber and revise policies 7.2.23 to 7.2.25 for Home Occupations.

Policies 7.2.23 to 7.2.25 are hereby renumbered and revised as follows:

9.2.6 Home Occupations

1. Home occupations will be permitted within designations of this Plan permitting residential uses.
2. A home occupation may be permitted as an ancillary activity within a *dwelling unit*. A home occupation may be permitted as a subordinate activity to a residential use subject to the following development criteria, which will regulate the scale and extent of such activities:

~~7.2.23 It is anticipated that social and economic changes and technological advances will promote an increase in the demand for a resident to use part of his/her dwelling unit for activities conducted for gain or profit. Such activities, known as home occupations, will be permitted within all designations of this Plan where residential uses are allowed.~~

~~7.2.24~~ **2.** A home occupation, such as a hair stylist, music teacher or home business use, ~~will~~ **may** be permitted as an ancillary activity within a dwelling unit. A home occupation ~~will~~**may** be permitted as a subordinate activity to a residential use subject to the following development criteria, which will regulate the scale and extent of such activities:

- a) ~~i) o~~**i)** Only persons residing within the *dwelling unit* will be permitted to operate the home occupation;
- b) ~~ii) t~~**ii)** The home occupation shall be compatible with adjoining residential properties and shall preserve the amenity of the overall residential neighbourhood; and
- c) ~~iii) t~~**iii)** The home occupation shall not change the principal character or external appearance of the dwelling and property involved; ~~and that is,~~
 - iv)** no aspect of the home occupation shall be visible from outside the property.

~~7.2.25~~ **3.** The implementing *Zoning By-law* will ~~outline~~**provide** regulations ~~controlling~~ **for** the development of home occupations.

Item 57: The purpose of "Item 57" is to delete policies 7.2.26 through 7.2.46. These site specific policies are to be inserted into the Official Plan under a new heading.

Policies 7.2.26 through 7.2.46 are hereby deleted.

Item 58: The purpose of 'Item 58' is to add a new Section 9.3 Residential Designations including objectives, general policies and policies for residential land use designations which updates and revises the former Section 7 Residential Designation policies.

Section 9.3 Residential Designations is hereby added to the Official Plan.

9.3 Residential Designations

The following objectives and policies apply to the Residential designations identified on Schedule 2:

- Low Density Residential
- Low Density Greenfield Residential
- Medium Density Residential
- High Density Residential.

Objectives

- a) To ensure that an adequate amount of residential land is available to accommodate the anticipated population growth over the planning horizon.
- b) To facilitate the development of a full range of housing types, affordability, densities and tenure to meet a diversity of lifestyles and the social needs, health and well-being of current and future residents, throughout the City.
- c) To encourage and support *special needs housing* throughout the City.
- d) To provide for higher densities of residential *development* in appropriate locations to ensure that *transit-supportive densities, compact urban form, walkable communities* and energy efficiencies are achieved.
- e) To ensure *compatibility* between various housing forms and between residential and non-residential uses.
- f) To maintain the general character of built form in existing established residential neighbourhoods while accommodating *compatible* residential infill and *intensification*.
- g) To direct new residential *development* to areas where municipal services and *infrastructure* are available or can be provided in an efficient and cost effective manner.
- h) To encourage the distribution of local *convenience commercial* uses and institutional uses in appropriate locations within residential areas.
- i) To ensure new *development* is *compatible* with the surrounding land uses and the general character of neighbourhoods.
- j) To promote innovative housing types and forms in order to ensure accessible, affordable, adequate and appropriate housing for all socio-economic groups.

- k) To ensure that existing and new residential *development* is located and designed to facilitate and encourage convenient access to employment, shopping, institutions and recreation by walking, cycling or the use of transit.
- l) To support home occupations throughout the City where residential uses are permitted.
- m) To encourage conservation and rehabilitation of older housing to maintain housing stock and the character of the established residential neighbourhoods.

9.3.1 General Policies

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

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

1. Building form, scale, height, setbacks, massing, appearance and siting are *compatible* in design, character and orientation with buildings in the immediate vicinity.
2. Proposals for residential lot infill will be *compatible* with the general frontage of lots in the immediate vicinity.
3. The residential *development* can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.
4. Vehicular traffic generated from the proposed *development* will not have an unacceptable impact on the planned function of the adjacent roads and intersections.
5. Vehicular access, parking and circulation can be adequately provided and impacts mitigated.
6. That adequate municipal *infrastructure*, services and amenity areas for residents can be provided.
7. Surface parking and driveways shall be minimized.
8. *Development* shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.

9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.
10. The *development* addresses public safety, identified *public views* and accessibility to open space, parks, trails and the Natural Heritage System, where applicable.
11. The conservation and integration of *cultural heritage resources*, including identified key *public views* can be achieved subject to the provisions of the *Cultural Heritage Resources* Section of this Plan.

9.3.1.2 Non-Residential Uses in Residential Designations

1. Within the residential designations of this Plan, a variety of small-scale non-residential uses may be permitted that are complementary to and serve the needs of residential neighbourhoods. Such non-residential uses include:
 - i) schools;
 - ii) places of worship;
 - iii) *child care centres*;
 - iv) municipal open space, parks, trails and recreation facilities; and
 - v) *convenience commercial* uses limited to a maximum *gross floor area* of 400 square metres on a property.
2. Non-residential uses shall be developed in a manner that is *compatible* with adjoining residential properties and which preserves the amenities of the residential neighbourhood.
3. In addition to the Urban Design policies of this Plan, non-residential uses shall:
 - i) be located on an arterial or collector road;
 - ii) be located on the property in a manner which minimizes the impact of traffic, noise, signs and lighting on adjoining residential properties;
 - iii) have adequate landscaping and screening to promote *compatibility* with adjacent activities;
 - iv) have sufficient off-street parking, circulation and access points; and
 - v) have adequate municipal services.

9.3.1.3 Schools

1. Potential school sites are identified by the local school boards and are shown by symbol on Schedule 2 where applicable. The location of proposed schools will be subject to the following provisions:
 - i) the symbols used to identify potential school sites do

- not represent a specific land use designation or location;
- ii) minor shifts in location may occur without amendment to this Plan;
- iii) the symbol does not represent a commitment by a local school board to construct a school facility;
- iv) the determination of whether a school site is required, its exact location and land area shall generally be determined as part of the City's draft plan of subdivision approval process; and
- v) where it is determined that a school is not required, the underlying land use designation will apply, without amendment to this Plan.

9.3.2 Low Density Residential

This designation applies to residential areas within the *built-up area* of the City which are currently predominantly low-density in character. The predominant land use in this designation shall be residential.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) detached, semi-detached and duplex dwellings; and
 - ii) multiple unit residential buildings, such as townhouses and apartments.

Height and Density

The *built-up area* is intended to provide for *development* that is *compatible* with existing neighbourhoods while also accommodating appropriate *intensification* to meet the overall *intensification target* for the *built-up area* as set out in Chapter 3. The following height and density policies apply within this designation:

2. The maximum height shall be three (3) storeys.
3. The maximum *net density* is 35 units per hectare and not less than a minimum *net density* of 15 units per hectare.
4. Notwithstanding policies 9.3.2.2 and 9.3.2.3, increased height and density may be permitted for *development* proposals on arterial and collector roads without an amendment to this Plan up to a maximum height of six (6) storeys and a maximum *net density* of 100 units per hectare in accordance with the Height and Density Bonus policies of this Plan.

9.3.3 Low Density Greenfield Residential

This designation applies to residential areas within the *greenfield area* of the City. The *greenfield area* is planned to achieve an overall minimum

density target of 50 persons and jobs per hectare.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) detached, semi-detached and duplex dwellings; and
 - ii) multiple unit residential buildings, such as townhouses and apartments.

Height and Density

To allow for flexibility and to contribute toward the achievement of the overall minimum *density target* of 50 persons and jobs per hectare for the *greenfield area*, the following height and density policies apply.

2. The maximum height shall be six (6) storeys.
3. The maximum *net density* is 60 units per hectare and not less than a minimum *net density* of 20 units per hectare.
4. Notwithstanding policy 9.3.3.3, increased density may be permitted for *development* proposals on arterial and collector roads without an amendment to this Plan up to a maximum *net density* of 100 units per hectare in accordance with the Height and Density Bonus policies of this Plan.

9.3.4 Medium Density Residential

The use of land within the Medium Density Residential Designation will be medium density housing forms.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) multiple unit residential buildings, such as townhouses and apartments.

Height and Density

2. The minimum height is two (2) storeys and the maximum height is six (6) storeys.
3. The maximum *net density* is 100 units per hectare and not less than a minimum *net density* of 35 units per hectare.
4. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

9.3.5 High Density Residential

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

Permitted Uses

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

Height and Density

2. The minimum height is three (3) storeys and the maximum height is ten (10) storeys
3. The maximum *net density* is 150 units per hectare and not less than a minimum *net density* of 100 units per hectare.
4. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

Item 59: The purpose of 'Item 59' is to delete section 7.4 Commercial and Mixed Use and replace it with a new Section 9.4 Commercial and Mixed-use Designations. The policies, land use permissions and content is generally maintained however, the structure and format of the policies has been changed.

Section 7.4 Commercial and Mixed Use is hereby deleted and Section 9.4 Commercial and Mixed-use Designations is hereby added to the Official Plan.

9.4 Commercial and Mixed-use Designations

The Commercial and Mixed-use designations are intended to provide a range of uses to meet the needs of daily living. The commercial policies of this Plan are supportive of the dispersal of commercial uses throughout the City while discouraging the creation of strip development. Commercial centres are intended to be *transit-supportive* developments linked to surrounding neighbourhoods by sidewalks and trails. The Community Mixed-use Centres and Mixed-use Corridors are intended to develop over time into distinct areas with centralized public spaces that provide a range of uses including, retail and office uses, *live/work* opportunities and medium to high density residential uses.

Objectives

- a) To ensure that an adequate supply of commercial land is provided throughout the City at appropriate locations to meet the needs of residents and businesses.
- b) To promote a distinct identity and character for commercial and mixed-use

development through high standards of urban design.

- c) To promote the continued economic vitality, *intensification* and revitalization of existing designated commercial and mixed-use areas.
- d) To create mixed-use areas that are pedestrian oriented and *transit-supportive*.

9.4.1 Market Impact Studies

1. Subject to the policies of Section 1.3, proposals to establish new commercial or mixed-use areas or to expand the areas identified on Schedule 2 shall require an amendment to this Plan.
2. Market Impact Studies shall be required to assess the impact on the City's commercial policy structure when proposals are made to:
 - i) establish or expand a Community Mixed-use Centre or Mixed-use Corridor beyond the designation limit boundaries on Schedule 2;
 - ii) to exceed the retail floor area limitations within a Community Mixed-use Centre established in policy 9.4.2.16 or the number of large retail uses in policy 9.4.2.14; and
 - iii) to extend or enlarge a Neighbourhood Commercial Centre to provide more than 10,000 square metres of *gross floor area*.
3. An appropriate Market Impact Study shall demonstrate that:
 - i) the proposal can be justified without detriment to the overall function or economic vitality of Downtown or the key component functions that contribute to Downtown's overall vitality;
 - ii) the achievement of the City's Strategic Goals, the Urban Design policies and the Commercial and Mixed-use policies and objectives of the Official Plan will not be compromised; and
 - iii) the ability of existing designated commercial or mixed-use lands to achieve their planned function will not be compromised.
4. A Market Impact Study shall include:
 - i) an assessment of the current market situation and the future potential for the expansion of retail facilities in light of projected population and employment growth;
 - ii) an evaluation of the economic feasibility of the proposal on the basis of current market demand or retail market opportunity;
 - iii) an indication of the scale of any adverse affects on the economic viability of Downtown, the key functions that contribute to Downtown's overall vitality and on any existing or planned designated commercial or mixed-use lands

- iv) provided for in this Plan; and
 - iv) an assessment of the implications of the proposal relative to the City's approved Commercial Policy Review Study and the objectives and implementing policies of this Plan.
5. The City may retain, at the applicant's expense, a qualified consultant to provide professional assistance to the City in determining the terms of reference for a Market Impact Study and/or to provide a peer review of the applicant's submission.

9.4.2 Community Mixed-use Centre

The following Community Mixed-use Centres are designated on Schedule 2:

- Woodlawn/Woolwich
- Paisley/Imperial
- Watson/Starwood
- Gordon/Clair
- Silvercreek Junction

Objectives

- a) To promote Community Mixed-use Centres as areas that support a mix of uses including concentrations of commercial, residential and complementary uses serving the immediate neighbourhood and the wider community.

Policies

1. The Community Mixed-use Centres identified on Schedule 2 of this Plan are comprised of one or several individual developments on one or more properties on both sides of an intersection of major roads within the designation. These areas are intended to serve both the needs of residents living and working in nearby neighbourhoods and employment districts and the wider City as a whole.
2. The intent of the Community Mixed-use Centre designation is to create a well defined focal point and to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs at one location. Implementing *Zoning By-laws* may include mechanisms, such as minimum height and density requirements and maximum parking standards, to promote the efficient use of the land base.
3. *Development* will be comprehensively planned and integrated with the overall Community Mixed-use Node and in accordance with any applicable concept plans or urban design studies as per the policies of Section 3.11.

4. Where residential uses are incorporated into Community Mixed-use Centres, they are intended to be developed as mixed-use buildings or multiple-unit residential buildings.
5. Properties within the Community Mixed-use Centre will be integrated through internal access roads, entrances from public streets, access to common parking areas, open space, grading and stormwater management systems. Furthermore, it is intended that individual developments within the Community Mixed-use Centre will be designed to be integrated into the wider community by footpaths, sidewalks and bicycle systems and by the placement of smaller buildings amenable to the provision of local goods and services in close proximity to the street line near transit facilities.
6. Community Mixed-use Centres are strongly encouraged to incorporate Main Street type development in strategic locations. Main Street areas, as identified through concept plans as per Section 3.11, will be planned and designed to reflect the following:
 - i) multi-storey buildings fronting onto the main street;
 - ii) ground floor retail and service uses are strongly encouraged;
 - iii) office uses at ground floor should be limited;
 - iv) residential uses should be provided primarily above commercial uses in addition to some free-standing residential buildings;
 - v) rhythm and spacing of building entrances and appropriately sized storefronts to encourage pedestrian activity;
 - vi) urban squares, where appropriate; and
 - vii) on-street parking.
7. Large free-standing buildings should be integrated with smaller-scale stores to create a Main Street-type environment or located on peripheral sites within the designation, which are directly linked to the Main Street.
8. The City will require the aesthetic character of site and building design to be consistent with the Urban Design policies of this Plan and any applicable urban design guidelines while recognizing the unique context of individual Community Mixed-use centres. Measures may be incorporated into *development* approvals to ensure consistency.
9. The boundaries of the Community Mixed-use Centre designation are intended to clearly distinguish the Community Mixed-use Centre as a distinct entity from adjacent land use designations. Proposals to expand a Community Mixed-use Centre beyond these boundaries or to establish a new Community Mixed-use Centre shall require an Official Plan Amendment supported by a Market Impact Study in accordance with the policies of this Plan.
10. *Development* within the Community Mixed-use Centre designation is subject to the policies of Section 3.11 of this Plan.

Permitted Uses

11. The following uses may be permitted in Community Mixed-use Centres, subject to the applicable provisions of this Plan:
 - i) commercial, retail and service uses;
 - ii) *live/work* uses;
 - iii) small-scale professional and medically related offices;
 - iv) entertainment and recreational commercial uses;
 - v) community services and facilities;
 - vi) cultural, educational and institutional uses;
 - vii) hotels;
 - viii) multiple unit residential; and
 - ix) urban squares and open space.
12. Vehicle repair and vehicle service stations shall only be permitted as accessory uses.
13. The permitted uses can be mixed vertically within a building or horizontally within multiple-unit buildings or may be provided in free-standing individual buildings. Where an individual development incorporates a single use building in excess of 5,575 square metres (60,000 sq. ft) of *gross floor area*, the site shall also be designed to provide the opportunity for smaller buildings amenable to the provision of local goods and services to be located near intersections and immediately adjacent to the street line near transit facilities. These smaller buildings shall comprise a minimum of 10% of the total *gross floor area* within the overall development.
14. No individual Community Mixed-use Centre shall have more than four (4) freestanding individual retail uses exceeding 5,575 square metres (60,000 sq. ft) of *gross floor area*.
15. Large free-standing buildings should be integrated with smaller-scale stores to create a Main Street-type environment or located on peripheral sites within the designation, which are directly linked to the Main Street.

Height and Density

16. The Community Mixed-use Centres incorporate land containing existing uses as well as vacant land required to meet the identified needs of the City. To promote a mixture of land uses within each Community Mixed-use Centre, retail development will be limited to the following total *gross floor area* cumulatively of all buildings within the designation:

Mixed-use Centre	Total Gross Floor Area
Gordon/Clair	48,500 sq. m
Woodlawn/Woolwich	56,000 sq. m
Paisley/Imperial	52,000 sq. m
Watson Parkway/Starwood	28,000 sq. m

Silvercreek Junction	22,760 sq. m
----------------------	--------------

17. The maximum height is ten (10) storeys.
18. For freestanding residential *development*, the maximum *net density* is 150 units per hectare and the minimum *net density* is 100 units per hectare.
19. Additional building height and density may be considered subject to the Height and Density Bonus provisions of this Plan.

9.4.3 Mixed-use Corridor

The Mixed-use Corridor designation is intended to serve both the needs of residents living and working on-site, in nearby neighbourhoods and employment districts and the wider City as a whole.

The following Mixed-use Corridors are designated on Schedule 2:

- Silvercreek Parkway Mixed-use Corridor
- Eramosa Mixed-use Corridor
- Stone Road Mixed-use Corridor.

Objectives

- a) To promote the continued economic viability, intensification, diversity of uses and revitalization of the Mixed-use Corridor.
- b) To promote a distinctive and high standard of building and landscape design for Mixed-use Corridors.
- c) To ensure that the development of Mixed-use Corridors occurs in a cohesive, complementary and coordinated manner.

Policies

1. The Mixed-use Corridor designation promotes the *intensification* and revitalization of existing well-defined commercial corridors to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs and residential use at one location. Implementing *Zoning By-laws* may include mechanisms such as minimum density requirements, heights and maximum parking standards to promote the efficient use of the land base.
2. Where new *development* occurs within the corridor, adjacent lands will be integrated with one another in terms of internal access roads, entrances from public streets, access to common parking areas, grading, open space and urban squares and stormwater management systems.
3. Furthermore, individual *developments* within the Mixed-use Corridor will be designed to be integrated into the wider community by

footpaths, sidewalks and the Bicycle Network and by the placement of multi-storey buildings amenable to the provision of local goods and services in close proximity to the street line near transit facilities.

4. *Development* within the Mixed-use Corridor will address the adjacent arterial or collector road and will be planned and designed to:
 - i) front multi-storey buildings onto arterial or collector roads;
 - ii) provide for ground floor retail and service uses; and
 - iii) provide for a rhythm and spacing of building entrances and appropriately sized store fronts to encourage pedestrian activity.
5. The City will require the aesthetic character of site and building design to be consistent with the Urban Design policies of this Plan and shall incorporate measures into the approval of *Zoning by-laws* and Site Plans used to regulate development within the Mixed-use Corridor designation to ensure such consistency.
6. The boundaries of the Mixed-use Corridor designation are intended to clearly distinguish the area as a distinct entity from adjacent land use designations. Proposals to expand a Mixed-use Corridor beyond these boundaries shall require an Official Plan Amendment supported by a Market Impact Study.

Permitted Uses

7. The following uses may be permitted in the Mixed-use Corridor designation, subject to the applicable provisions of this Plan:
 - i) commercial, retail and service uses;
 - ii) office;
 - iii) entertainment and recreational commercial uses;
 - iv) cultural and educational uses;
 - v) institutional uses;
 - vi) hotels;
 - vii) *live/work*;
 - viii) medium and high density multiple unit residential buildings and apartments; and
 - ix) urban squares and open space.
8. The permitted uses can be mixed vertically within a building or horizontally within multiple-unit mall buildings or may be provided in free-standing individual buildings. Where an individual development incorporates a single use building in excess of 5,575 square metres (60,000 sq. ft.) of *gross floor area*, the site shall also be designed to provide the opportunity for smaller buildings amenable to the provision of local goods and services to be located near intersections and immediately adjacent to the street line near transit facilities. These smaller buildings shall comprise a minimum of 10% of the total *gross floor area* within the overall development.

Height and Density

9. The maximum height is six (6) storeys.
10. For freestanding residential *development*, the maximum *net density* is 150 units per hectare and the minimum *net density* is 100 units per hectare.
11. Additional height and density may be permitted subject to the Height and Density Bonus provisions of this Plan.

9.4.4 Neighbourhood Commercial Centre

Neighbourhood Commercial Centres are identified on Schedule 2 of this Plan.

Objectives

- a) To establish local convenience and neighbourhood commercial uses within a convenient walking distance of residential areas.
- b) To ensure Neighbourhood Commercial Centres are developed in a cohesive and coordinated manner that is *compatible* with the surrounding residential neighbourhood.
- c) To primarily serve the shopping needs of residents living and working in nearby neighbourhoods and employment districts.
- d) To be connected to surrounding neighbourhoods through the City's pedestrian trails, walkways and by transit.

Policies

1. The Neighbourhood Commercial Centre designations on Schedule 2 recognize the existing centres within the City and identify the general location of new Neighbourhood Commercial Centres.
2. To prevent the creation of strip commercial development comprising a series of Neighbourhood Commercial Centres located adjacent to one another along a major street, it is the general requirement of this Plan that designated Neighbourhood Commercial Centres have a minimum distance separation from one another of 500 metres.
3. This Plan intends that a Neighbourhood Commercial Centre shall not be extended or enlarged to provide more than 4,650 square metres (50,000 square feet) of *gross floor area*.
4. Notwithstanding policy 9.4.4.3, the existing Neighbourhood Commercial Centres listed below will be permitted to provide a maximum of 10,000 square metres (108,000 square feet) of *gross floor area*:

- Speedvale Avenue at Stevenson Street
 - Victoria Road at Grange Street
 - Victoria Road at York Road
 - Kortright Road at Edinburgh Road
 - Harvard Road at Gordon Street
 - Kortright Road at Gordon Street
 - Wellington Road at Imperial Road.
5. A Neighbourhood Commercial Centre as listed in policy 9.4.4.4 shall only be extended or enlarged to provide more than 10,000 square metres (108,000 square feet) of *gross floor area* by amendment to this Plan and shall require a Market Impact Study.
 6. The maximum *gross floor area* of an individual retail use within a Neighbourhood Commercial Centre shall be 3,250 square metres (35,000 square feet).
 7. The City will require the aesthetic character of site and building design to conform to the Urban Design policies of this Plan and applicable guidelines, and will incorporate measures into the approval of *Zoning By-laws* and *Site Plans* to ensure conformity.
 8. Where new *development* occurs within a Neighbourhood Commercial Centre, adjacent lands will be integrated in terms of internal access roads, entrances from public streets, access to common parking areas, open space, urban squares, grading and stormwater management systems.
 9. *Development* within the Neighbourhood Commercial Centre designation will be designed to be connected to the wider community by footpaths, sidewalks and bicycle systems and by the placement of buildings in close proximity to the street line near transit facilities.
 10. Applications for the purpose of establishing or expanding a Neighbourhood Commercial Centre designation will be required to satisfy the following criteria:
 - i) located with direct access to an arterial or collector road, preferably at an arterial or collector road intersection;
 - ii) the location will contribute to the creation of a compact, well-defined node oriented to a major intersection and does not promote the creation of 'strip commercial' development along a major street;
 - iii) designed in a manner that is *compatible* with the building design and use of surrounding properties;
 - iv) the location shall minimize the impact of traffic, noise, signs and lighting on adjacent residential areas;
 - v) adequate site area will be provided for parking, loading and all other required facilities; and
 - vi) adequate landscaping, screening and buffering will be provided to preserve the amenities and appearance of surrounding properties.

Permitted Uses

11. The following uses may be permitted in Neighbourhood Commercial Centres, subject to the applicable provisions of this Plan:
 - i) commercial, retail and service uses;
 - ii) small-scale offices;
 - iii) community services and facilities;
 - iv) *live/work*;
 - v) multiple unit residential within mixed-use buildings; and
 - vi) urban squares.
12. Vehicle sales and vehicle repair uses shall not be permitted.
13. *Development* will be planned and designed to maintain the principle commercial function through the following:
 - i) commercial, retail and office uses situated on the ground floor; and
 - ii) residential uses only provided on upper floors.

Height and Density

14. The maximum height is six (6) storeys.
15. Additional building height and density may be considered subject to the Height and Density Bonus provisions of this Plan.

9.4.5 Service Commercial

Objectives

- a) To ensure an adequate supply of *service commercial* uses throughout the City at appropriate locations.
- b) To concentrate highway-oriented and *service commercial* uses within well-defined designated areas, generally along arterial roads.
- c) To discourage the creation of new strip *service commercial development*.
- d) To promote a high standard of building and landscape design for *service commercial* uses and to ensure that pedestrian and vehicular circulation do not conflict.

Policies

1. The Service Commercial designation on Schedule 2 of this Plan is intended to provide a location for highway-oriented and *service commercial* uses that do not normally locate within Downtown

because of site area or highway exposure needs and which may include commercial uses of an intensive nature that can conflict with residential land uses.

2. To promote continued commercial viability of Downtown and planned Mixed-use and Commercial areas; the City will limit the range of *retail commercial* uses that may locate within the Service Commercial designation.
3. *Development* proposals within Service Commercial designations will be considered only in instances, where adequate vehicular access, off-street parking and all municipal services can be provided.
4. In some circumstances *development* may not necessarily be provided with direct access to arterial roads. The City shall encourage integration between adjacent *service commercial* uses in terms of entrances to public streets, internal access roads, common parking areas, grading, open space, stormwater management systems and municipal *infrastructure* provision where feasible.
5. The City will require the aesthetic character of site and building design to conform to the Urban Design policies of this Plan and applicable guidelines and will incorporate measures into the approval of *Zoning By-laws* and Site Plans to ensure conformity.
6. This Plan will promote the retention of *service commercial* uses within the well-defined areas as identified on Schedule 2 by:
 - i) discouraging the further establishment of new commercial strips and the conversion of lands, located outside of those areas designated Service Commercial on Schedule 2 to commercial use; and
 - ii) promoting the retention of Service Commercial designations along only one side of arterial roads in the City.
7. Where *service commercial* uses are adjacent to designated residential areas, design mechanisms, including those outlined in the Urban Design policies of this Plan shall be applied to reduce potential incompatibilities. These design mechanisms may be specified in the implementing *Zoning By-law* and Site Plans and may include building location, buffering, screening and landscaping requirements.

Permitted Uses

8. The following uses may be permitted within the Service Commercial designation subject to the applicable provisions of this Plan:
 - i) *service commercial* uses;
 - ii) complementary uses such as small-scale offices, convenience

uses, institutional and commercial recreation or entertainment uses.

9. Complementary uses may be permitted provided they do not interfere with the overall form, function and development of the specific area for *service commercial* purposes.

Item 60: The purpose of 'Item 60' is to delete section 7.5 Commercial Mixed Use and section 7.6 Mixed Office-Residential and replace it with a new section 9.4.6 Mixed Office/Commercial. These two designations have been combined into one designation while maintaining the general land use permissions and policy context from the current Official Plan.

Section 7.5 Commercial Mixed Use and Section 7.6 Mixed Office-Residential are hereby deleted and replaced by the following new Section 9.4.6 Mixed Office/Commercial.

9.4.6 Mixed Office/Commercial

Objectives

- a) To allow for a variety of freestanding small-scale commercial, office, residential or mixed-use buildings.
- b) To ensure that a *compatible* transition in built-form is provided between uses in this designation and surrounding residential properties.
- c) To allow for a range of *compatible* business uses adjacent to residential areas.
- d) To promote the continued use, revitalization and *intensification* of these areas for a mix of uses.

Policies

1. The Mixed Office/Commercial designation as identified on Schedule 2 defines areas where a variety of small-scale commercial, office and mixed-uses including residential may be permitted.
2. While a variety of commercial uses may be permitted by the Mixed Office/Commercial designation, office, *convenience commercial*, *retail commercial* and personal service uses that serve the needs of the surrounding neighbourhoods are specifically promoted.
3. Commercial buildings incorporating *residential units*, either above or behind the ground floor commercial space or freestanding residential buildings are encouraged.
4. The Mixed/Office Commercial designation located peripheral to Downtown includes a variety of small-scale commercial and office operations or mixed commercial-residential uses. This Plan promotes the continued use and revitalization of these distinctive areas.

5. New commercial, office or mixed-use *development* within the Mixed Office/Commercial designation will be subject to the following criteria:
 - i) building design should have a street orientation, promote continuity in the streetscape and adhere to the Urban Design policies of this Plan;
 - ii) building, property and ancillary structures are designed to be *compatible* with surrounding properties in terms of form, massing, appearance and orientation;
 - iii) adequate parking, loading and access are provided; and
 - iv) adequate municipal services are provided.

Permitted Uses

6. The following uses may be permitted within the Mixed Office/Commercial designation subject to the applicable provisions of this Plan:
 - i) *convenience commercial* and small-scale *retail commercial*;
 - ii) small-scale office;
 - iii) personal service; and
 - iv) detached, semi-detached, townhouses and apartments.

Height and Density

7. The maximum height is four (4) storeys.
8. Residential *development* may be permitted to a maximum *net density* of 100 units per hectare.
9. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

Item 61: The purpose of 'Item 61' is to delete section 7.7 Industrial, section 7.8 Mixed Business, section 7.9 Corporate Business Park and section 7.11 Institutional/Research Park and replace them with the following new Sections 9.5 Employment Designations, 9.5.1 General Policies, 9.5.2 Industrial, 9.5.3 Corporate Business Park, 9.5.4 Institutional/Research Park and 9.5.5 Mixed Business. The general land use permissions and policies are maintained however the structure and format of the policies has been revised.

Section 7.7 Industrial, section 7.8 Mixed Business, section 7.9 Corporate Business Park and section 7.11 Institutional/Research Park are hereby deleted and replaced by the following new Sections 9.5 Employment Designations, 9.5.1 General Policies, 9.5.2 Industrial, 9.5.3 Corporate Business Park, 9.5.4 Institutional/Research Park and 9.5.5 Mixed Business.

9.5 Employment Designations

The Employment policies apply to the following four designations on Schedule 2:

- Industrial
- Corporate Business Park
- Institutional/Research Park
- Mixed Business

The employment lands on Schedule 2 provide an adequate supply and diversity of employment opportunities to the year 2031. To ensure adequate land continues to be available to meet future employment needs, *conversion* of designated employment lands to other uses may only be permitted in accordance with the policies of Section 3.14 of this Plan.

Objectives

The following objectives apply to all Employment designations.

- a) To ensure that necessary *infrastructure* is provided to meet current and future employment needs when required.
- b) To ensure all *employment areas* are accessible and well served by transit, trails and sidewalks.
- c) To require high urban design standards in accordance with the Urban Design policies of the Plan, particularly adjacent to arterial and collector roads and provincial highways.
- d) To encourage renewable and alternative energy, *district energy* and to achieve conservation or efficiencies of energy and water within and between employment uses and, where possible, surrounding land uses.
- e) To increase the overall density of jobs and promote efficient use of land through compact built form, increased height and reduced building footprints.
- f) To support a range and mix of employment uses that will contribute to higher employment densities and the achievement of the minimum overall *density target* of 50 persons and jobs per hectare in the *greenfield area*.

9.5.1 General Policies

The following general policies apply to all Employment designations.

1. Industries which require high volumes of water use should demonstrate through a Water Conservation Efficiency Study that water consumption will be reduced through on-site processing or recycling.
2. The *Zoning By-law* may restrict industries which require high volumes of water use to protect service capacity needs of planned growth.
3. The pattern and design of streets and sidewalks should facilitate accessibility, walking, cycling and transit use and should be

connected within and outside the *employment areas*.

4. Where employment uses are adjacent to designated residential uses, design mechanisms, including those outlined in the Urban Design policies of this Plan shall apply to reduce potential land use incompatibilities.
5. Where residual heat, energy or water is produced in an employment process, it is encouraged to be reused on site or off site in conjunction with other land uses or through existing or planned *district energy* systems.
6. *Development* along the Hanlon Expressway (Highway 6) and at gateways to the City will be developed in accordance with the Urban Design policies of this Plan and area specific guidelines that may be prepared from time to time.

9.5.2 Industrial

Objectives

- a) To ensure sufficient serviced industrial land is available to attract a diversified range of industrial uses.
- b) To ensure the efficient use of existing industrial land and promote *redevelopment* of under-used or *brownfield sites*.
- c) To promote and provide for the needs of, and facilitate the establishment of small-scale industries, incubator-type establishments and the expansion of existing industries.
- d) To promote and implement high urban design standards and landscaping to ensure attractive industrial *developments*.
- e) To prevent the establishment of offensive trades and nuisances that will hinder the orderly development of the community and be detrimental to the environment.

Policies

1. To ensure an adequate supply and variety of serviced industrial land is available to meet the requirements of industrial development the City may:
 - i) purchase, develop, and market lands for industrial use; and
 - ii) provide for industrial designations in the various geographic locations of Guelph to minimize journey to-work trips and create a diversified economy.
2. To encourage the *development* of attractive industrial areas, and to preserve sites along arterial roads for those industries that desire or require visibility, the City will:

- i) direct such uses as contractors' yards, repair and servicing operations, transportation terminals and utility yards to locate along local or collector roads that are not located within an *industrial park*;
 - ii) maintain higher development standards along arterial roads or within an *industrial park* for such matters as: parking, loading areas, outside storage, landscaping, buffer strips and setback requirements; and
 - iii) recognize a variety of categories of industrial zones in the *Zoning By-law*.

- 3. Land designated Industrial south of Clair Road West on Schedule 2 of this Plan shall generally be characterized by larger, free standing industrial buildings displaying appropriate design standards and sensitivity to natural setting and existing adjacent uses.

- 4. Where industrial and residential or other *sensitive land uses* are proposed in proximity to one another, the City shall use Ministry of the Environment guidelines to require appropriate planning/land use regulatory measures that will promote *compatibility* between these two land use types. Measures that can assist in creating *compatible* environmental conditions for these basic land uses may include, but not be limited to the requirement for minimum separation distances, sound proofing measures, and odour and particulate capture devices.

- 5. Industrial land within the Hanlon Creek Business Park (lands located to the west of the Hanlon Expressway and in proximity to Laird Road) will be subject to the following land use *compatibility* considerations. Where a *development* application is proposed which would permit industrial and residential (or other sensitive uses) to be located in proximity to one another and may have an adverse effect, the City may require that one or more of the following measures be used to promote land use *compatibility*:
 - i) Ministry of the Environment Guidelines will be applied to ensure adequate separation distances;
 - ii) a Noise Impact Study may be required, in compliance with the Ministry of the Environment Guidelines and prepared by a recognized acoustical consultant. This study will be prepared to the satisfaction of the City. Where appropriate, noise mitigation measures and warning clauses will be included in the recommendations;
 - iii) appropriate conditions of *development* approval be imposed to mitigate identified *compatibility* issues;
 - iv) appropriate regulations be included in the implementing *Zoning By-law*. These regulations may include but are not limited to, minimum building setbacks, maximum building heights, loading space locations, waste, refuse and composting facility locations, outdoor storage locations, requirements for buffer strips, fencing and berms; and
 - v) impose a Holding Zone to ensure that conditions encouraging

land use *compatibility* are implemented.

6. Attractiveness and consistency of image are of prime importance for the built form in gateway locations which are highly visible and adjacent to the Hanlon Expressway. In this regard the City may prepare specific urban design guidelines to provide direction with respect to design principles for *development* in this area.
7. Generally, the following *development* criteria are applicable to lands designated industrial adjacent to the Hanlon Expressway:
 - i) building elements and/or landscaping should be used to screen views to parking and loading areas; and
 - ii) outdoor storage shall not be visible from the Hanlon Expressway.
8. Vertical warehousing, second floor offices and other related uses above the first storey are encouraged to reduce land consumption and increase the number of jobs per hectare, particularly in the *greenfield area*.
9. Within areas designated Industrial on Schedule 2 of this Plan, there are a number of properties that have existing zoning, which permits a variety of commercially oriented uses. Although the presence of these commercial uses is not in keeping with the policies of this Plan, the City will recognize these existing uses in the *Zoning By-law*.
10. Legally existing industrial establishments not located within areas designated Industrial on Schedule 2 of this Plan shall be recognized as legal conforming uses, subject to the zoning provisions in effect at the time of passing of this Plan. When these industries require expansion or the site is to be redeveloped for another land use activity, these industrial establishments will be encouraged to relocate into one of the designated industrial areas of the City.

Permitted Uses

11. The following uses may be permitted within the Industrial designation subject to the applicable provisions of this Plan:
 - i) industrial uses, including the manufacturing, fabricating, processing, assembly and packaging of goods, foods and raw materials;
 - ii) warehousing and bulk storage of goods;
 - iii) laboratories;
 - iv) computer and data processing;
 - v) research and development facilities;
 - vi) printing, publishing and broadcasting facilities;
 - vii) repair and servicing operations;
 - viii) transportation terminals;
 - ix) contractors' yards; and

- x) complementary uses (such as corporate offices, open space and recreation facilities, restaurants, financial institutions, *child care centres*, public and institutional uses and utilities) which do not detract from, and are *compatible* with, the development and operation of industrial uses.
12. Complementary uses may be permitted within the Industrial designation by a *Zoning By-law* amendment.
 13. Commercial uses will not be permitted within the Industrial designation.
 14. Factory sales outlets may be permitted as an accessory use provided only those items that are substantially manufactured or assembled on site are sold. The sales outlet must be entirely located on the site on which the items for sale are manufactured or assembled.

9.5.3 Corporate Business Park

Objectives

- a) To provide lands which can be used for office, administrative and/or research and development facilities.
- b) To permit a limited range of commercial uses that serve employment uses.
- c) To outline *development* criteria that will promote the sensitive integration of corporate business uses at the gateways to Guelph.
- d) To ensure that *development* is sensitive to adjacent Natural Heritage System and designated residential areas.
- e) To require high urban design standards to ensure attractive and consistent built form.
- f) To encourage the use of renewable and alternative energy within Corporate Business Parks.

Policies

1. The Corporate Business Park designation on Schedule 2 of this Plan is intended to provide areas where employment opportunities can be provided in the “knowledge-based” technology field.
2. High standards of urban design and built form will be required for *development* proposals within the Corporate Business Park designation, which shall recognize and address:
 - i) the prominence of the Corporate Business Park in association with the southern gateway locations to Guelph;
 - ii) the environmental sensitivity of *natural heritage features* that

- are found in proximity to the Corporate Business Park lands;
and
- iii) the need to promote *compatibility* in land use and design between the Corporate Business Park lands and residential uses in the south end of Guelph.
3. *Development* proposals within the Corporate Business Park designation will be subject to the Urban Design policies of this Plan including gateway policies.
 4. Buildings should have a consistent setback from the public right-of-way to create an attractive and consistent streetscape. The implementation of this provision is particularly applicable along arterial and collector roads.
 5. Building elements and/or landscaping should be used to screen views to parking and loading areas facing a public street.
 6. Where Corporate Business Park and residential uses are in proximity to one another, the City shall require appropriate planning/land use controls to enhance *compatibility* between these land use types in accordance with the Ministry of the Environment guidelines. Measures that can assist in enhancing *compatibility* include but are not limited to minimum separation distances, sound proofing, odour and particulate control, landscaping and berming. Such measures will be implemented through means of the *Zoning By-law*, *Site Plan Control*, and/or the use of urban design guidelines.
 7. Corporate Business Park designated land west of the Hanlon Expressway has a high level of visibility from the Hanlon Expressway. By virtue of its visual prominence, excellent access, proximity to Highway 401, and distinctive natural setting, *development* of this area should occur in a manner which establishes a park or campus like setting with extensive landscaping and a high standard of urban design in accordance with the following provision:
 - i) architectural detail, building massing, landscaping and site design shall collectively result in establishing an attractive entrance or gateway feature for the City in this location. Design and building control shall also be used to maintain sensitivity to nearby designated residential or natural areas. In this regard the City may prepare specific urban design guidelines to provide direction with respect to design principles.
 8. Corporate Business Park designated land east of the Hanlon Expressway has a high level of visibility from Gordon Street. By virtue of its visual exposure and access to Gordon Street, proximity to Highway 401, and distinctive natural setting, *development* of this area should occur in a manner which establishes a park or campus like setting with extensive

landscaping and a high standard of urban design in accordance with the following provision:

- i) architectural detail, building massing, landscaping, and site design shall collectively result in establishing an attractive entrance or gateway feature for the City of Guelph in this location. Design and building control shall also be used to maintain sensitivity to nearby designated residential or natural areas. In this regard the City will prepare specific urban design guidelines to provide direction with respect to design principles.

Permitted Uses

9. The following uses may be permitted in the Corporate Business Park designation subject to the applicable provisions of this Plan:
 - i) office and administrative facilities;
 - ii) manufacturing;
 - iii) warehousing;
 - iv) hotel and convention facilities;
 - v) research and development facilities;
 - vi) associated ancillary retail uses that are an integral component of the primary uses; and
 - vii) complementary or accessory uses may be permitted. Such uses may include restaurants, financial institutions, medical services, fitness centres, open space and recreation facilities and *child care centres*.
10. Notwithstanding the uses permitted in 9.5.3.9, lands located west of the Hanlon Expressway at the main entrance to the Hanlon Creek Business Park on Laird Road may be permitted to be used for *service commercial* uses in free standing or multi-tenant buildings provided that such uses are directly related to, associated with and directly supportive of the corporate business and industrial uses in the Hanlon Creek Business Park. The *Zoning By-law* will establish the appropriate range of *service commercial* uses which may include *convenience commercial*, financial establishments, *child care centre*, personal service, restaurant, commercial school, hotel, office supply and print shop. More intensive highway *service commercial* type uses and vehicle-related uses shall not be permitted.
11. The implementing *Zoning By-law* will establish the zoning categories and appropriate regulations to permit and control uses within the Corporate Business Park designation.
12. Uses are permitted within enclosed buildings including multi-tenant buildings or malls.
13. Outdoor storage shall not be permitted.
14. The Corporate Business Park lands located west of the Hanlon

Expressway shall be appropriately zoned to accommodate larger and/or more intensive users, within single purpose buildings, multi-tenant buildings or groupings of buildings in accordance with the following provision:

- i) permitted uses may include research and development facilities, trade and convention facilities, computer, electronic and data processing enterprises, office and administrative facilities, manufacturing and warehousing within an enclosed building, hotel and complementary *service commercial* uses such as financial institutions and restaurants which are developed as part of a larger building complex. Other complementary uses may be permitted without amendment to this Plan provided that the proposed use is consistent with the planned function of the designation. Permitted complementary uses will be controlled by means of specialized zoning categories and regulations of the implementing *Zoning By-law*.
15. Corporate Business Park lands located east of the Hanlon Expressway shall be appropriately zoned to accommodate smaller or less intensive users than the corporate land users found west of the Hanlon. Lot sizes will generally be 4 hectares (10 acres) or smaller for single purpose buildings, groupings of buildings, or mall type buildings in accordance with the following:
- i) permitted uses will include research and development facilities, computer, electronic and data processing enterprises, corporate office and administrative facilities, assembly and light manufacturing of product lines requiring on-going research and development and the following *service commercial* uses: commercial school, courier service, *day care centre*, financial establishment, hotel, office, office supply, medical office, postal service, print shop, public hall, recreation centre, research establishment, restaurant, telecommunication service, veterinary service. Other complementary uses may be permitted without amendment to this Plan provided that the proposed use is consistent with the planned function of the designation.

9.5.4 Institutional/Research Park

Objective

- a) To recognize an area where land may be used for major institutional uses, research activities and a limited range of commercial activities.

Policies

1. Architectural detail, building massing, landscaping and site design shall ensure an attractive streetscape that is pedestrian oriented.

2. *Buffering* will be provided and maintained between the Institutional Research Park designation lands on the south side of Stone Road and the residential area to the south. This *buffering* may be accomplished by a combination of building set-backs, berming and landscaped screening.

Permitted Uses

3. In addition to the uses permitted by the Major Institutional designation of this Plan, the following uses may be permitted on lands designated as Institutional/Research Park, subject to the applicable provisions of this Plan:
 - i) research and development facilities;
 - ii) computer, electronic and data processing enterprises;
 - iii) offices;
 - iv) assembly and manufacturing of product lines requiring on-going research and development support; and
 - v) *service commercial uses*, such as restaurants and banks.
4. In addition to uses specified in policy 9.5.4.3, certain commercial uses may be permitted within the Institutional/Research Park designation in the vicinity of the Stone Road and Gordon Street intersection. Commercial activities shall include *service commercial* uses such as hotel, motel, convention services, recreation and cultural facilities, offices and restaurants.
5. Outdoor storage and uses of a noxious nature shall not be permitted.

9.5.5 Mixed Business

Objectives

- a) To provide a flexible land use framework permitting a mix of business land use activities.
- b) To promote reinvestment, *intensification* and the efficient use of existing business lands and buildings for business purposes.
- c) To provide opportunities for smaller-scale entrepreneurial enterprises and land use activities that support the needs of business, employees and neighbourhood residents.
- d) To discourage land uses that detract from the planned function of the Mixed Business land use designation.
- e) To restrict the range of *retail commercial* activities permitted within the Mixed Business land use designation.
- f) To promote business land uses which minimize land use compatibility impacts affecting the surrounding residential neighbourhood.

- g) To improve the image of the Mixed Business designation through the implementation of streetscapes improvements and site plan approval.

Policies

1. A land use compatibility analysis will be required where industrial and *sensitive uses* are proposed in proximity to one another in accordance with subsection 9.5.2.4 of this Plan.
2. New *development* shall meet the required off-street parking, circulation and loading requirements applicable to the proposed land use.
3. This Plan promotes streetscape improvements and new *development* proposals are to be implemented in accordance with the Urban Design policies of this Plan.
4. Conditions may be imposed on site plan approvals requiring landscaped buffers, screening of outdoor storage, parking, loading and refuse areas. Increased set-backs and buffering measures will be required where business land uses are adjacent to existing residential or sensitive land uses.

Permitted Uses

5. The following uses may be permitted on lands designated as Mixed Business, subject to the applicable provisions of this Plan:
 - i) uses permitted in the Industrial designation;
 - ii) office;
 - iii) *convenience commercial*; and
 - iv) institutional.
6. The 'Mixed Business' land use designation is intended to provide areas where a mix of business land uses can be provided. The specific range of permitted land uses and appropriate regulations will be defined in the implementing *Zoning By-law*. The range of land uses will be restricted when adjacent to existing *sensitive land uses* (residential, institutional or park).
7. A limited range of *retail commercial* uses will be permitted and the range of uses will be defined in the implementing *Zoning By-law*. It is the intent of this Plan to permit *retail commercial* uses within this designation which do not directly compete with the retailing activities found in Downtown and other planned commercial areas.
8. A limited range of institutional uses which do not detract from the planned function of the Mixed Business land use designation will be considered through a *Zoning By-law* amendment process (e.g. government uses, places of worship, *child care centres*, indoor community and recreation facilities). *Development* approval

conditions will be imposed to address land use compatibility, railway and property clean-up requirements.

9. New *sensitive land uses* (residential, institutional or park) that detract from the primary business land use function of the Mixed Business land use designation will not be permitted. This policy applies to all forms of residential use and uses where significant outdoor activities occur.

Item 62: The purpose of 'Item 62' is to delete Section 7.10 Major Institutional and replace it with the following new Section 9.6 Major Institutional. The general land use permissions and policies are maintained however the structure and format of the policies has been revised.

Section 7.10 Major Institutional is hereby deleted and replaced by the following new Section 9.6 Major Institutional.

9.6 Major Institutional

The Major Institutional designation recognizes and allows for large-scale institutional uses such as the University of Guelph, Conestoga College, Guelph General Hospital and continuum-of-care facilities.

Objectives

- a) To recognize and support large scale institutional land uses as an important component of the community and its economic base.
- b) To ensure that institutional, educational, health care and social services are provided at suitable locations to meet the needs of residents in the City and surrounding region.
- c) To encourage the provision of a full range of continuum-of-care facilities in appropriate settings to serve the residents of Guelph and surrounding region.

Policies

1. The establishment of new Major Institutional areas not designated on Schedule 2 shall require an amendment to this Plan. When considering such amendments, the following factors shall be taken into account:
 - i) the site's location relative to arterial or collector roads;
 - ii) the *compatibility* of the proposed *development* with the height, massing and scale of institutional buildings or residential buildings in the immediate vicinity;
 - iii) the design and layout of the proposed buildings or structures to preserve as much open space as possible;
 - iv) the proximity of the site to existing or planned public transit routes; and
 - v) the adequacy of municipal services to the proposed area.
2. Pedestrian and cyclist connections to and through lands designated as

Major Institutional are encouraged.

Permitted Uses

3. The following uses may be permitted in the Major Institutional designation, subject to the applicable provisions of this Plan:
 - i) public buildings;
 - ii) universities, colleges;
 - iii) social and cultural facilities;
 - iv) correctional and detention facilities;
 - v) hospitals;
 - vi) *special needs housing*;
 - vii) residential care;
 - viii) health care facilities; and
 - ix) complementary uses, such as *convenience commercial* and personal service uses, residences, day care facilities, parks and recreation facilities and non-livestock based agriculture.

4. Complementary uses may be permitted provided that they do not conflict with or interfere with the satisfactory operation and development of the lands for institutional purposes.
 - i) For *convenience commercial* and personal service uses, these facilities will be oriented and designed to primarily serve the needs of those persons directly associated with the 'Major Institutional' use. These uses shall not be located in a manner that will attract or serve the general public.
 - ii) For residential uses, these activities will be designed for, and used by those persons directly associated with the 'Major Institutional' use.

Item 63: The purpose of 'Item 63' is delete section 7.12 Open Space and replace it with a new section 9.7 Open Space and Parks. The land use designation permissions have been maintained and the general policies have been incorporated into a new Section 7.3 Open Space System.

Section 7.12 Open Space is hereby deleted and replaced by the following new section 9.7 Open Space and Parks.

9.7 Open Space and Parks

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

Objectives

- a) To develop a balanced distribution of open space, active and passive parkland and recreation facilities that meet the needs of all residents and are conveniently located, accessible and safe.

- b) To co-operate and partner with other public, quasi-public and private organizations in the provision of open space, trails and parks to maximize benefits to the community.
- c) To assist in protecting the City's urban forests, the Natural Heritage System and *cultural heritage resources*.

Policies

- 1. Where any land designated Open Space and Parks is under private ownership, this Plan does not imply that such land is open to the general public or that the land will be purchased by the City or any other public agency.
- 2. Where lands designated Open Space and Parks are in private ownership and a *development* application is made requesting a change to a land use other than Open Space and Parks, due consideration shall be given by Council to the following:
 - i) Council will consider the acquisition of the subject lands, having regard for the following:
 - a. the provision of adequate open space, parks and recreational areas, particularly in the vicinity of the subject lands;
 - b. the existence of *cultural heritage resources* or *natural heritage features* on the site;
 - c. the recreational service that is provided by the existing use and the benefits and costs accruing to the City through the public acquisition of the property;
 - d. the possibility of any other government agency purchasing or sharing in the purchase of the subject lands; and
 - e. the ability of the City to purchase the lands and the priority of the lands in relation to the City's overall open space and parks acquisition plan.
 - ii) If acquisition of lands is not deemed appropriate, Council shall consider other arrangements to retain the lands in an Open Space and Parks designation by such means as management agreements or *easements*, where applicable.
- 3. Where the City or any other government agency does not wish to purchase the subject lands, and suitable alternative arrangements to secure the lands in an Open Space and Parks designation have not been derived, due consideration shall be given by Council to amending the Official Plan. When considering such amendments, the City may require a comprehensive study be conducted to determine the most desirable function and use of the lands. In spite of the above, there is no public obligation either to redesignate or purchase any areas designated Open Space and Parks.
- 4. When developing major recreation facilities such as indoor swimming pools, arenas or major parks or open space areas, consideration shall be given to locating such facilities in association with major community shopping,

educational or cultural facilities.

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

Permitted Uses

6. The following uses may be permitted in the Open Space and Parks designation, subject to the applicable provisions of this Plan:
 - i) public and private recreational uses and facilities;
 - ii) parks;
 - iii) golf courses;
 - iv) conservation lands;
 - v) cemeteries; and
 - vi) complementary uses.
7. Complementary uses are uses that are normally associated with the main recreational use, are *compatible* with, and do not detract from or restrict, the primary function of the Open Space and Parks designation. Such complementary uses may include, but are not necessarily restricted to horticulture, restaurants, club houses, pro shops, public halls and other accessory buildings.

Item 64: The purpose of 'Item 64' to delete section 7.14 Flood Plains (Two Zone and Special Policy Area). Flood Plains are no longer a land use designation however the policies are maintained in the new Section 4.4 Public Health and Safety.

Section 7.14 Flood Plains is hereby deleted.

Item 65: The purpose of 'Item 65' is to delete Section 7.15 Waste Management and replace it with a new section 9.8 Major Utility. The designation has been expanded to include municipal facilities such as water, wastewater and public works yards.

Section 7.15 Waste Management is hereby deleted and replaced by the following new Section 9.8 Major Utility.

9.8 Major Utility Designation

The Major Utility designation recognizes utility uses that are operated by the City or under agreement with the City, serve a city-wide function and may not be appropriate within an industrial designation.

Objectives

- a) To provide effective and efficient utility services to all areas of the City.
- b) To protect public health and safety and to minimize environmental impacts.
- c) To prevent nuisance effects from utility facilities and sites.

Policies

1. Facilities shall be operated by the City or under agreement with the City.
2. The expansion of a major utility use or establishment of a new facility beyond the boundaries of the Major Utility designations outlined on Schedule 2 shall require an amendment to this Plan in conjunction with the necessary approvals under the *Environmental Assessment Act* or other applicable legislation. The processes followed and materials developed to satisfy Provincial requirements shall be considered to satisfy the requirements of the amendment process for this Plan.
3. The City will ensure that any land use or *development* or *redevelopment* proposal in the vicinity of a Major Utility designation is *compatible* with the adjacent utility operation.
4. Appropriate separation distances between a major utility facility and adjacent land uses shall be maintained as required by policies and guidelines as approved by the Province.
5. The City may require special design considerations and development conditions for *development* proposals in the vicinity of Major Utility designations of this Plan.

Permitted Uses

6. The following uses may be permitted in the Major Utility designation, subject to the provisions of this Section and the applicable provisions of this Plan:
 - i) water and wastewater treatment facilities;
 - ii) transfer stations;
 - iii) electrical transformer stations and associated facilities;
 - iv) facilities for waste reuse, recycling, reclamation, recovery, composting or anaerobic digestion; and
 - v) municipal works yards.

Item 66: The purpose of 'Item 66' is to delete Section 7.16 Reserve Lands and replace it with a new section 9.10 Reserve Lands.

Section 7.16 Reserve Lands is hereby deleted and replaced by the following new section 9.10 Reserve Lands.

9.10 Reserve Lands

The Reserve Lands designation applies to the following areas as identified on Schedule 2:

- Hanlon West

- Clair-Maltby

Objectives

- a) To outline areas of the City where there may be servicing, access or other *development* related limitations for urban growth.
- b) To outline areas that form part of the City's long-term land supply.
- c) To outline the City's requirements to bring reserve lands into urban use.

9.10.1 Policies

1. The Reserve Lands designation is applied to lands on Schedule 2 forming part of the long term urban land supply but which have servicing, access or other limitations to their use. As a result, it is considered premature to apply site specific land use designations to these areas.
2. Existing legal uses of land may continue in accordance with the *Zoning By-law*.
3. Servicing and minor expansions of existing uses may be considered in accordance with the provisions of this Plan.

9.10.2 Hanlon West

1. The Reserve Lands designation applies to lands west of the Hanlon Parkway and north of College Avenue West. *Development* of these lands is constrained due to the site's isolation from other developable properties within the City's *settlement area* boundary, lack of direct access to a municipal road and servicing issues. The parcel is part of a licensed *mineral aggregate operation* and *development* is neither feasible nor permitted until the *mineral aggregate operation* has ceased.

9.10.3 Clair-Maltby

1. The Reserve Lands designation is applied to lands in the south of Guelph generally located south of Clair Road and north of Maltby Road. These lands form part of the longer term urban land supply.
2. *Development* in the reserve lands designation south of Clair Road shall require the preparation of an updated subwatershed study that has been approved by relevant agencies and adopted by Council.
3. The redesignation of Reserve Lands to other land use designations will be considered through a Secondary Plan. The Secondary Plan will address the issues outlined in Section 10.2 of this Plan and will consider:
 - i) whether City population and household forecasts justify the

need for incorporating such land as part of the City's unconstrained short to medium term land supply; and

ii) whether additional residential and non-residential lands are required and the basis for the requirement.

4. This area is not intended to be serviced in the near future and as a result *development* and changes in land use will not be permitted and will be considered premature until the Secondary Plan is approved to guide land use and phasing of *development*.
5. The Secondary Plan for this area will consider the planning of this area as a sustainable community that provides a range and mix of housing, commercial and employment opportunities within an urban village context while ensuring integration with the rest of the City.
6. Existing legal uses may continue in accordance with the provisions of the implementing *Zoning By-law*.

Item 67: The purpose of 'Item 67' is to delete Section 7.17 Special Study Area and replace it with a new section 9.9 Special Study Areas

Section 7.17 Special Study Area is hereby deleted and replaced by the following new Section 9.9 Special Study Areas.

9.9 Special Study Areas

The Special Study Areas designation applies to the following areas as identified on Schedule 2:

- lands within the Guelph Innovation District
- Beverley Street (former IMICO site)

Objectives

- a) To undertake appropriate studies to determine future land uses within lands designated Special Study Area.
- b) To plan for future *development* in a comprehensive, cohesive and integrated manner through the development of detailed secondary plans.
- c) To plan and implement urban village concepts in the *greenfield area* with a mix of residential, commercial, employment and community services in a *compact urban form* which include Main Street streetscapes and attractive private and public spaces.
- d) To ensure that *development* exhibits the highest standards in environmental and energy sustainability and urban design.
- e) To ensure lands within the *greenfield area* are planned to achieve a minimum *density target* of 50 persons and jobs per hectare by 2031.
- f) To ensure the areas are connected to developed areas of the City through

all mobility modes including roads, transit and trails.

9.9.1 Guelph Innovation District Special Study Area

1. The Guelph Innovation District (GID) is located in eastern Guelph and is generally bounded to the north by York Road, to the east by Watson Parkway, extends south of Stone Road to the City boundary and west to Victoria Road. The GID special study area designation is located within the GID Secondary Plan Study Area as identified on Schedule 2.
2. A Secondary Plan will be completed by the City to plan for future land uses, servicing, phasing of development, transportation and impact assessment on natural heritage features and cultural heritage resources. The Secondary Plan will consider renewable and alternative energy, including the feasibility for *district energy* and will consider the potential use of the Guelph Junction Railway for passenger service and will be subject to the policies in Section 10.2 and all other relevant policies and provisions of this Plan.
3. Changes in land use, lot additions and expansions of existing non-residential uses may be *permitted* without amendment to this Plan provided that the *development* proposal does not compromise the potential outcomes or original rationale for undertaking the intended planning study.
4. The completion of the Guelph Innovation District Secondary Plan is a priority of the City.
5. A detailed Stormwater Management and Municipal Servicing Report is required prior to *development* in the Guelph Innovation District Secondary Plan area. These reports will be prepared on the following basis:
 - i) they will be subject to approval by the City and the Grand River Conservation Authority; and
 - ii) the reports will be consistent with and implement the recommendations of the appropriate subwatershed studies as approved by relevant agencies and adopted by Council.
6. An EIS and EIR are required as per the policies of this Plan prior to new *development* occurring within the Guelph Innovation District Secondary Plan area.

9.9.2 Beverley Street

1. The City will prepare a planning study to consider the future land use of property located at 200 Beverley Street. The planning study will address the *brownfield* status of the property and other relevant planning and technical considerations.

Item 68: The purpose of 'Item 68' is to add a new section 9.12 Approved Secondary Plans.

The following new Section 9.12 Approved Secondary Plans is hereby added to the Official Plan.

9.12 Approved Secondary Plans

Objectives

- a) To identify areas that have undergone detailed Secondary Plans.
- b) To provide more detailed planning objectives and policies to direct and guide future development within specific areas of the City.

Policies

1. *Development* within the Approved Secondary Plan area will be subject to the general policies of this Plan in addition to the detailed policies of the Secondary Plan. However, where the Secondary Plan provides more detail, the provisions of the Secondary Plan shall prevail.

Permitted Uses

2. Uses as permitted by the Secondary Plan.

Item 69: The purpose of 'Item 69' is to add a new section 9.13 Site Specific Policies. These site specific policies are approved Official Plan Amendments that are currently contained within the Official Plan in various locations. They have been grouped under one heading for ease of reference.

The following new Section 9.13 Site Specific Policies is hereby added to the Official Plan.

9.13 Site Specific Policies

The policies in this Section are reflective of unique circumstances in consideration of the general land use policies noted in previous Sections of this Plan and were subject to previous site specific planning approvals. The site specific policies are categorized by general geographic district in the City (divided to the east, west and south areas as delimited by the Speed and Eramosa Rivers) and are listed by alphabetical address for each area.

9.13.1 East Guelph

1. 199 Alice Street
In addition to the provisions of policy 9.3.1.2 Non-residential Uses in Residential Designations, there are several properties within the St. Patrick's Ward area (the neighbourhood to the east of the Downtown) that will continue to support a variety of business land uses in addition to any permitted residential land uses. The intent of this policy is to provide for a range of compatible business land uses where adjacent to residential areas. The

specific range of permitted land uses will be defined in the implementing *Zoning By-law* for the following properties known municipally as: 199 Alice Street, 37 Empire Street, 23 Garibaldi Street, 60 Ontario Street, 320 York Road, 383 York Road, 405 York Road and 471 York. New sensitive land uses (residential, institutional or park) may also be permitted on these properties provided that they are compatible with surrounding land uses and the site has been cleaned-up or decommissioned as appropriate.

2. 165 Dunlop Drive
This Plan recognizes that an abattoir, meat packing and processing plant shall be permitted on lands located at 165 Dunlop Drive.
3. 300 Elizabeth Street
In addition to the uses permitted by the Low Density Residential designation for the lands located at 300 Elizabeth Street, the property may also be used for office and personal service uses.
4. 37 Empire
- see '199 Alice Street' for policy
5. 127 and 135 Ferguson Street
In addition to the uses permitted by the Low Density Residential designation, a club and compatible uses normally associated with the main use shall be permitted on the property municipally known as 127 and 135 Ferguson Street. The off-street parking requirements may be satisfied by an adjacent parking lot located between Ferguson Street and Elizabeth Street.
6. 23 Garibaldi Street
- see '199 Alice Street' for policy
7. 122 Harris Street
In addition to the uses permitted by the Low Density Residential designation, a religious use and compatible uses normally associated with the main use shall be permitted on the property municipally known as 122 Harris Street.
8. 176 Morris Street
In addition to the use provisions of the Low Density Residential designation, a live theatre and accessory uses may be permitted on the property located at 176 Morris Street.
9. 5 Ontario Street
In addition to the use provisions of the Low Density Residential designation, a free-standing office may be permitted on the property located at 5 Ontario Street.
10. 60 Ontario Street
- see '199 Alice Street' for policy

11. 697 Victoria Road North
The Neighbourhood Commercial Centre designation at the northeast corner of Victoria Road North and Wideman Boulevard and known municipally as 697 Victoria Road North may also be used for an auto gas bar use.
12. 3 Watson Road
In addition to the uses permitted by the Industrial designation, the use of lands located at 3 Watson Road may be extended to include the following commercial activities: an office, showroom and shop for a tradesman or home improvement contractor including wholesale and retail sales of related goods and services.
13. 320 York Road
- see '199 Alice Street' for policy
14. 383 York Road
- see '199 Alice Street' for policy
15. 405 York Road
- see '199 Alice Street' for policy

9.13.2 West Guelph

1. 133 and 135 Bagot Street
In spite of the provisions of the High Density Residential designation, the development of a *semi-detached dwelling* may be permitted at 133-135 Bagot Street at a density of 30 units per hectare.
2. 95 Crimea Street
In addition to the uses permitted by the Industrial designation, the property located at 95 Crimea Street may also be used for the following institutional and commercial activities: a religious establishment, a school and a *day care centre*.
3. 355 Elmira Road North
In addition to the Industrial uses permitted by the land use designation for property located at 355 Elmira Road North, the following commercial uses may be permitted: bank, restaurant or cafeteria, barber shop or beauty salon, recreation or entertainment establishment, and catering service.
4. 87 Silvercreek Parkway North
In addition to the use provisions of the Low Density Residential designation, a free-standing office and life-skills training centre for persons with disabilities may be permitted on the property located at 87 Silvercreek Parkway North.

5. [Number is intentionally blank; reserved for Silvercreek Junction]
6. 80 Waterloo Avenue and 20-28 Birmingham Street
In addition to the permitted uses within the Low Density Residential designation, a social services establishment including diagnostic and treatment services may be permitted on property located at 80 Waterloo Avenue and 20-28 Birmingham Street.
7. 60 Westwood Road
In addition to the use provisions of the Low Density Residential designation, a range of non-convenience, commercially oriented uses may also be permitted within the existing buildings on the property located at 60 Westwood Road. These uses shall be limited to those which maintain the integrity of the property's existing *natural and cultural heritage features*.
8. 512 Woolwich Street
In addition to the use provisions of the Low Density Residential designation, office use to a maximum size of 2,880 square metres *gross floor area* may be permitted on the property located at 512 Woolwich Street.
9. 200-208 Yorkshire Street North and 155 Suffolk Street West
Northwest corner of Yorkshire Street North and Suffolk Street West, this Mixed Office / Commercial Use area is to be used for a variety of retail, convenience, service and commercial office type uses in conjunction with *residential units* as specified in the following sub-policies:
 - i) The lands on the corner known municipally as 200-208 Yorkshire Street North may be occupied by a range of retail, service and commercial uses as specified in the *City's Zoning By-law*. *Dwelling units* above commercial uses may also be permitted.
 - ii) The lands situated to the west of the corner known municipally as 155 Suffolk Street West may be occupied by a select range of commercial uses that will be limited to the retail, service and storage of glass products, furniture, home improvements, fine art and other low traffic generating uses specified in the *Zoning By-law*. *Dwelling units* shall be permitted when the site has been decommissioned.

9.13.3 South Guelph

1. 180 Clair Road West
In addition to the Corporate Business Park uses permitted for the property located at the southeast corner of Clair Road and Poppy Drive, the lands may also be used for a religious establishment and associated institutional uses.
2. 262 Edinburgh Road South
In addition to the Medium Density Residential uses permitted, the

property located at 262 Edinburgh Road South may be used as a medical clinic.

3. 400, 420 and 430 Edinburgh Road South
Within the High Density Residential designation on the University of Guelph lands on the east side of Edinburgh Road South, development will comply with special standards established in the *Zoning By-law* to recognize this area as an integrated housing complex comprised of individual apartment buildings on separate parcels.

In spite of the density provisions of the High Density Residential designation, net density of residential development on lands known municipally as 400, 420 and 430 Edinburgh Road South shall not occur at a density of less than 73 units per hectare and shall not exceed 150 units per hectare.

4. 1440-1448 Gordon Street
In spite of the maximum density provisions of the High Density Residential designation, the density of residential development on the lands known municipally as 1440-1448 Gordon Street shall not occur at a density of less than 120 units per hectare and shall not exceed a density of 130 units per hectare.
5. 160 Kortright Road West
Notwithstanding policy 9.4.4.6 for the Neighbourhood Commercial Centre designation, the existing Neighbourhood Commercial Centre located at Kortright Road and Edinburgh Road shall be permitted to provide an individual retail use of a maximum of 5,200 square metres.
6. 435 Stone Road West
Notwithstanding the maximum height limitations of the Mixed-use Corridor designation for the lands located at 435 Stone Road West (Stone Road Mall), the maximum height for the property shall be 8 storeys.

Item 70: The purpose of 'Item 70' is to renumber Section 7.18 Silvercreek Junction including Schedule A to policy 9.13.2.5

Section 7.18 Silvercreek Junction is hereby renumbered to 9.13.2.5

Item 71: The purpose of 'Item 71' is to renumber and rename Section 9: Implementation to Chapter 10: Implementation and to add a new introductory paragraph.

Section 9 is hereby renumbered and renamed to Chapter 10 Implementation and the following introductory paragraph is hereby added.

10 Implementation

The Implementation chapter of this Plan provides a description of the tools that the

City can use to achieve its vision and strategic directions and implement the provisions of this Plan. The Plan will be implemented by means of the authority given to the Municipality by the *Planning Act*, the *Municipal Act* and any other statutes, where applicable.

Item 72: The purpose of 'Item 72' is to delete Subsections 9.1 Introduction and 9.2 Interpretation.

Subsections 9.1 Introduction and 9.2 Interpretation are hereby deleted.

Item 73: The purpose of 'Item 73' is to renumber subsection 9.3 Pre-Consultation and Complete Application Requirements to Section 10.18 Pre-consultation and Complete Application Requirements and amend to provide updates to department names and to study requirements.

Subsection 9.3 Pre-Consultation and Complete Application Requirements is hereby renumbered and amended as follows:

9-3 10.18 PRE-CONSULTATION AND COMPLETE APPLICATION REQUIREMENTS

Having all relevant information and material pertaining to a particular planning application available early in the planning process is essential to making good land use decisions. Requiring this information and material to be provided at the time a planning application is submitted, enables Council to make a well informed decision within the timeframe provided by the *Planning Act* and ensures the public and other stakeholders have access to the information early in the process. Understanding the issues related to development and having the appropriate studies completed early in the planning process can avoid delays and provide opportunities to resolve potential differences prior to Council's consideration of the matter.

9-3-1. Prior to the submission of an application for an Official Plan Amendment, Zoning By-law Amendment, draft plan of subdivision or condominium and/or a site plan approval, applicants are required to pre-consult with the ~~City's Community Design and Development Services~~ **staff**. Prior to the submission of any other development application, applicants are encouraged to pre-consult with ~~the City's Community Design and Development Services~~ **staff**. The pre-consultation process is intended to scope the issues associated with a specific development proposal and/or change(s) in land use and set out clear requirements for a complete application. The form and level of pre-consultation will vary based on application type and context and shall be ~~acceptable to the Director of Community Design and Development Services~~ **according to the process described in the Pre-consultation By-law**.

9-3-2. Any application for amendment(s) to the Official Plan or *Zoning By-law*, application for approval of a plan of subdivision or condominium, or application for consent to sever will not be deemed complete by the **General Manager of Planning Services** ~~Director of Community Design and Development Services~~ and the time period within which the Council is required to make a decision will not commence, unless it is accompanied by:

- a) **i)** The prescribed information and material as required under the *Planning Act*; and

- b) ii) Other Information and material deemed necessary by the **General Manager of Planning Services** ~~Director of Community Design and Development Services~~ **or their designate in accordance with this Plan** for the evaluation of a particular request pursuant to subsections 22(5), 34(10.2), 51(18), and 53(3) of the Planning Act, as amended from time to time.

~~9.3.3 The other information and material required by Section 9.3.2 b) as part of a complete application is set out in the applicable sections of the Official Plan.~~

~~9.3.4~~3. In addition to the requirements noted in the applicable sections of the Official Plan, the City may require additional information and material to be submitted as part of a complete application. The following broad categories describe additional information and material that may be required and the type of studies or documents that may be identified during the pre-consultation process as being required to be submitted as part of a complete development application:

a) i) Natural Heritage

The submission of reports, studies and/or drawings, which identify and demonstrate, to the satisfaction of the City, that there will be no negative impacts on *natural heritage features and areas* to their *ecological functions*; and identifies proposed mitigation measures to ensure *ecological functions*, diversity, and connectivity of *natural heritage features and areas* are maintained, restored, and where possible enhanced. Any information and material submitted must recognize linkages between and among *natural heritage features and areas* and surface water features and ground water features.

This may include, but shall not be limited to:

- Environmental Impact Study
- Scoped Environmental Impact Study
- Environmental Implementation Report
- Ecological Land Classification
- Flood plain/flood fringe and top of stable slope mapping and mitigation measures as required by the GRCA
- Hydrogeological Study
- Hydrology Study
- Water Budget
- Soil Stability and Geotechnical Analysis
- Tree and/or Vegetation Inventory Report
- **Vegetation Compensation Plan**
- ~~Tree and/or Vegetation Preservation, Planting and/or Management Plan~~
- Topographical Survey/Slope Analysis
- Geotechnical Report

b) ii) Planning Matters

The submission of reports, studies and/or statements that demonstrate, to the satisfaction of the City, how the proposed *development* and/or change in land use is consistent with the applicable provisions of the Provincial Policy Statement, conforms to the Official Plan, conforms to any Provincial Plans that are in effect, and provides an integrated approach to land use planning.

This may include, but shall not be limited to:

- Planning Justification Report

- Statement of Conformity and/or Consistency with applicable policies
- Demonstration of how new development contributes to the achievement of Growth Plan density and intensification targets
- Employment and/or Residential Lands Needs Analysis
- Employment Lands Conversion Justification Report
- **Affordable Housing Report**
- **Rental Conversion Report**
- ~~Housing Issues Report~~
- Conceptual Site Plan Layout
- Detailed Site Plan
- **Comprehensive Open Space and Parks Conversion Study**

⇒ **iii) Transportation**

The submission of reports, studies and/or drawings, which address any change or impact to the transportation network resulting from a proposed development and/or change in land use and demonstrates, to the satisfaction of the City, how the proposed development can be accommodated by the existing transportation network or where new transportation *infrastructure*, or an expansion to the existing transportation *infrastructure* is necessary, demonstrate that the improved transportation *infrastructure* will be adequate to accommodate all modes of transportation in an efficient manner with minimal impact on surrounding land uses, and the natural and social environment.

This may include but, shall not be limited to:

- Traffic Impact or Transportation Study
- Parking Study
- **Transportation Demand Management Plan**
- ~~Pedestrian and Cycling Accommodation Report~~

⇒ **iv) Servicing and Infrastructure**

The submission of reports, studies and/or drawings, which demonstrate, to the satisfaction of the City, that the existing *infrastructure* is sufficient to accommodate the proposed development and/or change in land use, or where new *infrastructure* is required or an expansion of the existing *infrastructure* is necessary, demonstrate that the improved *infrastructure* will be adequate to accommodate the proposed development and/or change in land use as well as any anticipated users of the *infrastructure*.

This may include but shall not be limited to:

- Water and Wastewater Servicing Study
- Storm Water Management/Drainage Report and plan
- Community Services/Facilities Study
- Infrastructure Study

⇒ **v) Built Form**

The Submission of reports, studies, drawings and/or three-dimensional models, which demonstrate, to the satisfaction of the City, that the proposed *development* and/or change in land use is compatible with the City's existing built form and will not negatively impact the public realm including, but not limited to, the streetscape and access to open space such as trails and parks.

This may include, but shall not be limited to:

- Building Mass Model (physical or computer generated)
- Pedestrian Level Wind Study

- Sun and Shadow Study
- Streetscape Analysis

f) **vi) Cultural Heritage Resources**

The submission of reports that demonstrate, to the satisfaction of the City, how a proposed development and/or change in land use will not negatively impact on the City's *cultural heritage resources*, including development proposals on lands adjacent to *protected heritage property*.

This may include, but shall not be limited to:

- **Cultural Heritage Review**
- **Cultural Heritage Impact ~~Study~~Assessment**
- **Scoped Cultural Heritage Impact ~~Study~~Assessment**
- **Cultural Heritage Conservation Plan**
- Archaeological Assessment
- Structural Engineering Report
- Cultural heritage Landscape Assessment
- Views and Vistas Impact study

g) **vii) Development Impacts**

The submission of reports, studies and/or drawings that identify and assesses all potential nuisance or safety issues from natural and human made hazards including issues related to potential environmental contamination, which may result from or affect the proposed development and/or change in land use and demonstrate, to the satisfaction of the City, that potential nuisances or safety issues can be effectively mitigated.

This may include by shall not be limited to:

- ~~Noise and Vibration~~ **Impact Study**
- **Vibration Study**
- **Acoustical Design Study**
- Lighting Plan
- Site Screening Questionnaire
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Record of Site Condition
- Sensitive Land Use Report

h) **viii) Financial Impacts**

The submission of reports and studies that demonstrate, to the satisfaction of the City, that a proposed development and/or change in land use will not have an unreasonable or unanticipated negative financial impact on the City including, but not limited to, short-term and long-term costs to the City for the provision of municipal infrastructure and services required to support the proposed development and/or change in land use.

This may include, but shall not be limited to:

- Market Impact Study
- Economic Impact Study
- Infrastructure Cost Assessment
- Long Term Maintenance Cost Assessment

ix) Sustainability

The submission of reports, studies, and/or drawings that demonstrate, to the satisfaction of the City, how a particular development proposal and/or change in land use meets the energy, water, and sustainability policies of this Plan.

This may include, but shall not be limited to:

- Completion of the City's Sustainability Checklist
- District Heating Feasibility Study
- Renewable Energy Feasibility Study
- Water Conservation Efficiency Study
- Energy Conservation Efficiency Study

~~9.3.5~~ **4.** The City will, within 30 days of receiving a development application, provide notice to the applicant that the application is complete or, alternatively indicate additional information and material that is required to constitute a complete application. The date of application shall be the date upon which all required information and material is submitted in a form that is satisfactory to the **General Manager of Planning Services**~~Director of Community Design and Development Services~~.

~~9.3.6~~ **5.** The information and material described in Section 10.18.3 ~~9.3.4~~ of this Plan that may be required to accompany a development application is not intended to preclude the City from requiring additional reports, studies, and or drawings that may be identified during the development review process if circumstances necessitate the need for such information and material as part of the decision making process.

~~9.3.7~~ **6.** Where appropriate, the City may waive or vary the information and material requirements specified in this Plan, where completion of such studies has occurred for an earlier, relevant planning approval or where the study requirement would result in unnecessary duplication of effort.

Item 74: The purpose of 'Item 74' is to delete the following subsections from Section 9: Implementation.

- 9.4 Official Plan Amendments
- 9.5 Official Plan Review
- 9.6 Secondary Plans
- 9.7 Zoning By-laws
- 9.8 Subdivision Control
- 9.9 Committee of Adjustment
- 9.10 Development Control
- 9.11 Property Conditions
- 9.12 Municipal Finance
- 9.13 Land Acquisition
- 9.14 Public Participation
- 9.15 Other Relevant Legislation

Subsections 9.4 through 9.15 of Section 9: Implementation are hereby deleted.

Item 75: The purpose of 'Item 75' is to add the following sections to Chapter 10 to replace the policies deleted from Section 9 and to add new policies in accordance with Planning Act provisions.

- 10.1 Official Plan Update and Monitoring
- 10.2 Secondary Plans
- 10.4 Zoning By-laws
- 10.5 Holding By-law
- 10.6 Temporary Use By-laws
- 10.7 Height and Density Bonus Provisions
- 10.8 Interim Control By-law
- 10.9 Plans of Subdivision and Part-lot Control
- 10.10 Committee of Adjustment
- 10.11 Site Plan Control
- 10.12 Development Permit System
- 10.13 Sign By-law
- 10.14 Property Standards
- 10.15 Demolition Control
- 10.16 Municipal Finance
- 10.17 Land Acquisition
- 10.19 Public Engagement and Notification Policies

The following sections 10.1, 10.2, 10.4 through 10.17 and 10.19 are hereby added to the Official Plan.

10.1 Official Plan Update and Monitoring

1. To ensure the continued relevance and practicality of the Official Plan in relation to changes in demographic, economic, social and technological circumstances, the City shall assess the need to review all or parts of the Official Plan every five years in accordance with the requirements of the *Planning Act*.
2. To assess the effectiveness of the Official Plan and to facilitate the updating of the Official Plan, the City may monitor the various matters including but not necessarily limited to the following:
 - i) population, employment and land use changes, including growth management targets;
 - ii) rate of development;
 - iii) housing densities, housing intensification opportunities inventory, housing mix, housing needs and conditions, lot inventories and rental housing *vacancy rates*;
 - iv) municipal assessment and the residential/non-residential assessment balance;
 - v) water, sewage and solid waste capacity utilization;
 - vi) changes in Federal and Provincial programs, legislation and policies;
 - vii) recreation, cultural and other community facilities;
 - viii) extent, nature and location of employment and commercial development;
 - ix) preservation and integrity of significant *natural heritage features* and

- x) *cultural heritage resources*;
 - x) transportation facilities including pedestrian flow and transit usage rates, traffic volumes and conditions;
 - xi) environmental impacts;
 - xii) achievement of energy reduction and generation targets; and
 - xiii) other issues as required.
3. The compilation of information noted in policy 10.1.2 will be used as a benchmarking database to assess the sustainability goals, objectives and policies of this Plan.

10.2 Secondary Plans

1. Secondary Plans will be prepared for specific areas of the City where it is considered necessary to provide more detailed planning objectives and policies to guide and direct development. Secondary Plans may be prepared for established, partially developed or undeveloped areas of the City. In partially developed or undeveloped areas, Secondary Plans may be prepared to ensure that future subdivision and site *developments* conform to an overall community development concept and approved planning policies. In established neighbourhoods, Secondary Plans are intended to guide future *redevelopment* and renewal activities.
2. Secondary Plans shall be incorporated into the Official Plan by amendment and shall be subject to the same administrative and public involvement procedures as required for an Official Plan Amendment.
3. Secondary Plans shall be subject to, and implement the provisions of, the Official Plan. However, where the Secondary Plan provides more detail, the provisions of the Secondary Plan shall prevail.
4. Secondary Plans shall generally address the following:
 - i) patterns of land use, land use designations and density;
 - ii) connectivity and integration with existing developed or planned development areas of the City;
 - iii) urban design;
 - iv) *natural heritage features and systems*;
 - v) *cultural heritage and archaeological resources*;
 - vi) transportation including pedestrian and bicycle connections;
 - vii) servicing strategy;
 - viii) phasing of development;
 - ix) water resources including surface and *groundwater, watershed* and subwatershed studies and stormwater management plans;
 - x) provision of trails and parks;
 - xi) implementation of specific policies of this Plan; and
 - xii) any other matters as deemed appropriate.
5. Secondary Plans will be initiated and undertaken by the City. The City will prepare detailed terms of reference to guide the secondary planning process.

10.4 Zoning By-laws

1. *Zoning By-laws*, prepared in accordance with the provisions of the *Planning Act*, will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the objectives and policies of this Plan. The *Zoning By-law* may be more restrictive than the provisions of this Plan. It is not intended that the full range of uses or densities permitted by this Plan will be permitted by the *Zoning By-law* in all locations.
2. In accordance with the *Planning Act*, the City may impose conditions on zoning through the *Zoning By-law* and may require an agreement related to the conditions which may be registered on title.
3. Following adoption of this Plan, any amendments to the *Zoning By-law* shall be in conformity with the objectives and policies of this Plan.
4. Until such time as the comprehensive *Zoning By-law* is revised, the existing *Zoning By-law* shall remain in effect. However, any amendment to the existing *Zoning By-law* shall be required to be in conformity with this Plan.
5. Areas of the City that were annexed into Guelph in 1993 are subject to the applicable township *Zoning By-laws* that were in effect for these areas on April 1, 1993 - for the north portions of the City, the Guelph Township *Zoning By-law* and for the south areas of the City, the Puslinch Township *Zoning By-law*. These By-laws remain in effect until they are replaced by new *Zoning By-law* zones and regulations that are in conformity with the provisions of this Plan.
6. The *Zoning By-law* will be used, wherever possible, to protect existing or newly identified *natural heritage features* within the City.
7. The *Zoning By-law* may be used, wherever possible, for the protection of *cultural heritage resources*.
8. The *Zoning By-law* may provide for certificates of occupancy for specified uses of land. Such certificates shall be required for the establishment of the specified uses and for any subsequent changes in those uses of land, buildings or structures.
9. Where appropriate, the City may use its *Zoning By-law* to recognize existing legal uses of land that are not in conformity with the provisions of the Official Plan. When determining the suitability of any existing use for consideration in this manner, the City shall be concerned with the following principles:
 - i) that the zoning will not permit any change of use or performance standard;
 - ii) that the use does not constitute a danger to surrounding uses and persons by virtue of their hazardous nature or by the traffic generated;
 - iii) that the use does not pollute the air or water;
 - iv) that any extension or enlargement to an existing building or structure will be permitted only by amendment to the *Zoning By-law*; and

- v) that any extension or enlargement to existing buildings or structures will be subject to Site Plan Control in accordance with the policies of this Plan.
10. The City, where appropriate, may zone lands in an "urban reserve" or other suitable zone category where:
- i) there is insufficient information to determine specific zoning categories that would implement the provisions of this Plan; and
 - ii) development of lands is considered premature because adequate services are not available.

10.5 Holding By-law

1. The City may use the holding symbol 'H' or any other appropriate symbol pursuant to the provisions and regulations of the *Planning Act* where the use of land is definitely established but a specific *development* proposal is considered premature or inappropriate for immediate implementation.
2. The City may apply a holding (H) symbol in conjunction with the implementing *Zoning By-law* for any land use designation of this Plan in one or more of the following circumstances:
 - i) where municipal services such as sanitary sewers, stormwater management facilities, water supply, parks, schools, community services and facilities and *community infrastructure* have been determined to have insufficient capacity to serve the proposed *development* until necessary improvements are made;
 - ii) where the submission and acceptance of special studies or support studies as required by this Plan are required prior to *development*;
 - iii) to ensure that *natural heritage features* or *cultural heritage resources* are protected in accordance with the policies of this Plan prior to *development*;
 - iv) to ensure that potential *natural hazards* or development constraints are safely addressed in accordance with the policies or this Plan prior to *development*;
 - v) where it is necessary to require the phasing of an overall *development* to ensure logical and orderly land use, to minimize negative impacts or to secure commitments consistent with the policies of this Plan;
 - vi) where *development* is contingent upon other related matters occurring first, such as the consolidation of land ownership to ensure orderly *development* and phasing of the project or to secure funding agreements on necessary infrastructure or services; and
 - vii) where environmental remediation or mitigation measures are required.
3. The City may remove the holding (H) symbol in the implementing *Zoning By-law* where Council is satisfied that all requirements or conditions of the City have been satisfied to ensure appropriate *development*. The satisfactory completion of conditions may include, but not be limited to, appropriate financial and servicing requirements, approval of studies, and the signing of necessary agreements under the provisions of the *Planning*

Act.

4. Where the holding symbol "H" is in effect, the use of land may be restricted to the following:
 - i) *agricultural uses*, excluding livestock-based *agricultural uses*;
 - ii) uses existing at the date of passing of the Holding By-law;
 - iii) open space; and
 - iv) other uses deemed appropriate by Council and which do not adversely impact the future *development* potential of the lands and which are *compatible* with surrounding land uses.

10.6 Temporary Use By-laws

1. Council may pass a Temporary Use By-law to authorize the temporary use of land, buildings or structures for any purpose that is otherwise prohibited by the *Zoning By-law* in accordance with the provisions of the *Planning Act*. Prior to the passing of a Temporary Use By-law, Council shall be satisfied that the proposed temporary use meets the following conditions:
 - i) that it is *compatible* with neighbouring land use;
 - ii) that adequate parking can be provided on-site;
 - iii) that sufficient services such as water, sewage disposal and roads can be provided;
 - iv) that an adverse impact on traffic will not be created;
 - v) that the construction of a permanent building or structure is not required; and
 - vi) that the use is in general conformity with the intent and policies of this Plan.

10.7 Height and Density Bonus Provisions

1. The *Planning Act* allows the City to consider increases in the height and density of *development* otherwise permitted on a specific site in exchange for community benefits as set out in the *Zoning By-law*.
2. The City will consider authorizing increases in height and density provided that the *development* proposal:
 - i) is consistent with the goals, objectives and policies of this Plan;
 - ii) is *compatible* with the surrounding area;
 - iii) provides community benefits above and beyond those that would otherwise be provided under the provisions of this Plan, the *Planning Act*, *Development Charges Act* or other statute; and
 - iv) provides community benefits that bear a reasonable planning relationship to the increase in height and/or density such as having a geographic relationship to the development or addressing the planning issues associated with the development.
3. Subject to policy 10.7.2, the community benefits may include but are not limited to:

- i) housing that is affordable to *low and moderate income households, special needs housing or social housing*;
 - ii) conservation of *cultural heritage resources* contained within the *Municipal Heritage Register*;
 - iii) protection, enhancement, and/or *restoration* of natural heritage resources;
 - iv) buildings that incorporate sustainable design features;
 - v) energy and/or water conservation measures;
 - vi) public art;
 - vii) non-profit arts, cultural, or community or institutional facilities;
 - viii) *child care centres*;
 - ix) public transit infrastructure, facilities, and/or services;
 - x) public parking;
 - xi) land for municipal purposes;
 - xii) community centres and/or facilities and improvements to such centres and/or facilities; and
 - xiii) parkland and improvements to parks.
4. In considering community benefits the City may give priority to identified community needs, any identified issues in the area and the objectives of this Plan.
 5. Increases to height and/or density shall only be considered where the proposed *development* can be accommodated by existing or improved *infrastructure*. Planning studies may be required to address *infrastructure* capacity for the proposed *development* and any impacts on the surrounding area.
 6. A by-law passed under Section 34 of the *Planning Act* is required to permit increases in height and/or density. The by-law shall set out the approved height and/or density and shall describe the community benefits which are being exchanged for the increases in height and/or density. The landowner may be required to enter into an agreement with the City that addresses the provision of community benefits. The agreement may be registered against the land to which it applies.

10.8 Interim Control By-law

1. Council may pass Interim Control By-laws to control the use of land, buildings or structures within designated areas of the City and in accordance with the provisions of the *Planning Act*, in order to prevent or limit development until detailed planning studies for the subject lands are completed and approved by Council.

10.9 Plans of Subdivision and Part-Lot Control

1. The City, when considering applications for *plans of subdivision*, will have regard to the provisions of the *Planning Act*. In addition, plans will be considered for approval when they conform to the following criteria:
 - i) the plan conforms to the objectives, targets, policies and land use designations of this Plan;
 - ii) the plan can be supplied with adequate municipal services such as

- water, sewage disposal, drainage, fire and police protection, roads, utilities, solid waste collection and disposal and other community facilities;
- iii) the plan will not adversely impact upon the transportation system, adjacent land uses and the natural heritage system;
 - iv) the plan can be serviced economically without imposing an undue financial burden upon the City;
 - v) the plan has incorporated all necessary studies and assessments to ensure impacts on *natural heritage features* and *cultural heritage resources* are minimized;
 - vi) the plan can be integrated with *adjacent lands*, subdivisions and streets;
 - vii) the plan is considered to be necessary, timely and in the public interest;
 - viii) the plan is designed in accordance with accepted subdivision design principles as articulated in the Urban Design Policies of this Plan; and
 - ix) the plan is designed to be sustainable, to support public transit and to be walkable.
2. The City shall, as a condition of approval pursuant to the *Planning Act*, require the owner of lands subject to a plan of subdivision to enter into one or more agreements which may be registered against the title of the subject lands.
 3. Council shall use subdivision agreements that maintain acceptable standards of *development* to protect the City and public interest.
 4. Council may pass by-laws to exempt properties from Part Lot Control, subject to the provisions of the *Planning Act*.
 5. If a plan of subdivision or part thereof has been registered for eight years or more and does not conform to the policies of this Plan, the City may use its authority under the *Planning Act* to deem it not to be a *registered plan of subdivision*.
 6. The City may request amendments to an approved draft plan of subdivision at the time an extension to draft plan approval is requested to ensure that the *development* is consistent with the *density targets* of this Plan.

10.10 Committee of Adjustment

10.10.1 Consents

1. When considering an application for *consent*, the *Committee of Adjustment* shall have regard to the provisions of the *Planning Act*, to the goals, objectives and policies of this Plan and to the provisions of the *Zoning By-law*.
2. The *Committee of Adjustment* shall also consider the following matters when reviewing an application for *consent*:
 - i) that all of the criteria for *plans of subdivision* or *condominium* are given due consideration;

- ii) that the application is properly before the Committee and that a plan of subdivision or *condominium* has been deemed not to be necessary for the proper and orderly development of the City;
 - iii) that the land parcels to be created by the consent will not restrict or hinder the ultimate development of the lands; and
 - iv) that the application can be supported if it is reasonable and in the best interest of the community.
3. *Consents* may be permitted for the purpose of boundary adjustments or to convey additional lands to an abutting property.
 4. The *Committee of Adjustment* shall have regard for any comments provided by agencies and City departments regarding the effect of the proposed *consent* and *development* proposal upon their plans and programs.
 5. The *Committee of Adjustment* may attach such conditions as it deems necessary to the approval of a *consent*. Such conditions may include, but are not limited to the following:
 - i) the fulfillment of all servicing, grading, easement and financial requirements of the City;
 - ii) the dedication of lands for park purposes or the payment of cash-in-lieu thereof;
 - iii) the dedication of appropriate road widenings or land for intersection improvements where required; and
 - iv) the preparation of development agreements respecting *development* of the lands to include:
 - a. the elevation, location and design of any new dwelling;
 - b. the location and extent of any access point, driveway and legal off-street parking space, grading, drainage and servicing information; and
 - c. any additional requirements imposed at the discretion of the Committee.

10.10.2 Minor Variances

1. When considering an application for a minor variance to the use and/or regulation provisions of the City's *Zoning By-law*, the *Committee of Adjustment* shall give consideration to the provisions of the *Planning Act*. In addition, the Committee will consider the following matters in its decision deliberations:
 - i) that the requested variance is minor in nature;
 - ii) that the intent and purpose of the *Zoning By-law* is maintained;
 - iii) that the general intent and purpose of the Official Plan is maintained; and
 - iv) that the variance is desirable for the appropriate *development* and use of the land, building or structure.
2. The *Committee of Adjustment* may attach such conditions, as it deems appropriate and desirable to the approval of the application

for a minor variance.

10.10.3 Legal Non Conforming Uses

1. *Legal non-conforming* uses are uses of land, buildings or structures that were lawfully used for a purpose prohibited by a new *Zoning By-law* on the day the new *Zoning By-law* was passed.
2. In reviewing an application concerning a *legal non-conforming* use, property, building or structure, the *Committee of Adjustment* will consider the matters outlined in section 10.10.2 of this Plan, with necessary modifications as well as the requirements of the *Planning Act*, to evaluate the appropriateness of a *development* proposal and the use of property. In addition, the following matters shall be considered:
 - i) that the use has been continuous;
 - ii) that the extension/enlargement is situated only on property originally owned by the *development* proponent on the day the implementing *Zoning By-law* was passed;
 - iii) that no new separate buildings will be permitted; and
 - iv) that the proposed use is similar or more *compatible* with the uses permitted by the *Zoning By-law* in effect.
3. The *Committee of Adjustment* may attach conditions in the approval of an application related to a *legal non-conforming* use for such time and subject to such terms and conditions that the Committee considers advisable.
4. Any land use lawfully existing at the date of approval of this Plan that does not conform to the land use designations or policies of this Plan or to the implementing *Zoning By-law* should, as a general rule, cease to exist in the long run. Such land uses shall be considered as *legal non-conforming* uses. In certain circumstances, it may be desirable to permit the extension or enlargement to a building or structure for a *legal non-conforming* use in order to avoid unnecessary hardship. It is the intention of this Plan that any such extension or enlargement shall be processed as either a site-specific amendment to the *Zoning By-law*, or as an application to the ***Committee of Adjustment*** pursuant to the provisions of the *Planning Act*.

10.11 Site Plan Control

1. Site Plan Control will be used in accordance with the *Planning Act* as a means of achieving well-designed, functional, accessible, and sustainable built form and public spaces. The site plan approval process will:
 - i) ensure the adequate provision and maintenance of site-specific facilities required by *development*;
 - ii) require necessary easements or otherwise control the location of necessary services and utilities;
 - iii) ensure that the proposed *development* is functional for the intended

- use;
 - iv) ensure compatibility of design between sites;
 - v) minimize any adverse effects of the *development* on adjacent properties;
 - vi) secure necessary road widening and lands for intersection improvements from abutting properties in accordance with the policies of this Plan;
 - vii) ensure that the site is accessible to persons with disabilities and provides facilities to support transit and cycling;
 - viii) ensure that *development* is completed and maintained as approved by Council;
 - ix) ensure that *development* is compatible with on-site or adjacent property *natural heritage features* and *cultural heritage resources*; and
 - x) ensure that *development* contributes to the achievement of the objectives of the City's Community Energy Plan.
2. All lands within the City of Guelph are designated as site plan control areas except:
- i) low density residential, including single detached and *semi-detached dwellings* and buildings or structures accessory thereto, but not including zero lot line dwellings, *lodging houses*, *coach houses*, *garden suites*, *group homes* or other *special needs housing*;
 - ii) farm related *development* including buildings and structures for agricultural use; and
 - iii) buildings or structures used for *flood* control or conservation purposes.
3. Council may identify specific types of *development* that are subject to site plan control, and those which are exempt, in a By-law.
4. Council may require design drawings for buildings to be used for residential purposes containing less than twenty-five *dwelling units* within all areas of the City.
5. The City may require the following to be shown on plans or drawings, to the satisfaction of the City and in accordance with the provisions of the *Planning Act*:
- i) plans showing the location of all buildings and structures to be erected and showing the location of all facilities and works to be provided;
 - ii) plan, elevation and cross-section views of buildings and structures;
 - iii) the massing and conceptual design of the proposed building(s);
 - iv) the relationship of the proposed building to adjacent buildings, street and exterior areas to which members of the public have access;
 - v) the provision of interior walkways, stair, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways to adjacent buildings;
 - vi) matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design;

- vii) the sustainable design elements on any adjoining City right-of-way including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities;
 - viii) facilities designed to have regard for accessibility for persons with disabilities;
 - iv) landscaping and buffering;
 - x) grading, drainage and provisions for the disposal of storm, surface and wastewater;
 - xi) vehicle access and off-street circulation, loading and parking;
 - xii) signage and lighting;
 - xiii) pedestrian access, walkways and walkway ramps and bicycle facilities;
 - xiv) facilities for the storage of waste materials; and
 - xv) the character, scale, appearance and design features of the exteriors of those new buildings and structures that may be attached to *built heritage resources* or sited in close proximity to such resources and care shall be taken to permit only those changes that retain, protect, complement and do not otherwise harm distinguishing heritage features.
6. The City will use the Urban Design policies, applicable Urban Design guidelines and the applicable provisions of this Plan in the review and approval of Site Plans.
 7. The City may establish sustainable design, aesthetic and functional design guidelines to assist in the preparation of site plans and the design of buildings.
 8. The City may, as a condition of approval pursuant to the *Planning Act*, require the owner of lands subject to site plan control to enter into one or more agreements which may be registered against the title of the subject lands.

10.12 Development Permit System

1. The Development Permit System is an implementation tool that may be used to ensure the goals, objectives and policies of this Plan are realized. The Development Permit System is intended to be a flexible planning tool which combines zoning, site plan control and minor variance processes into a single process.
2. The City may establish a Development Permit System in accordance with the *Planning Act*.
3. Where such a system is desired, it will be established through amendment to this Plan and address matters such as the area to which the Development Permit System applies, any delegation of Council authority, specific goals, objectives and policies of the Development Permit area, the type of criteria and conditions that may be included in a Development Permit By-law, classes of *development* that may be exempt, specific height and density bonusing provisions and/or specific complete application requirements.

10.13 Sign By-law

1. The Sign By-law for the City of Guelph shall be reviewed and revised in conformity with the objectives and policies of this Plan. The Sign By-law shall be used to control the visual impact of advertising and sign design and/or placement on the general streetscape of the community and more particularly upon *natural heritage features* and *cultural heritage resources*. The approval of Council may be required before any sign is erected or *altered*.

10.14 Property Standards

The City's *Property Standards By-law* sets out minimum standards of property maintenance and occupancy for the purpose of setting a basic standard of good appearance for all properties within the community, for encouraging the preservation and maintenance of existing buildings and the removal of buildings that have declined to the point where they cannot be satisfactorily and economically rehabilitated.

1. The *Property Standards By-law*, as adopted by Council, is concerned with the following matters:
 - i) the health, safety and security of building occupants;
 - ii) the physical condition of the interior and exterior of all buildings; and
 - iii) the condition of yards, vacant property, parking areas and walkways.
2. The City shall ensure that the application of the By-law is not detrimental to the conservation of *natural heritage features* or *cultural heritage resources*.
3. The City shall ensure that the By-law is applied in an appropriate and reasonable manner throughout the City. However, in the outlying, non-urbanized areas of the City some tempering of the application of the By-law relative to property maintenance may be undertaken to recognize the unique rural circumstances of the area. In no instances will the By-law's application to matters dealing with health, safety and security of building occupants be compromised.

10.15 Demolition Control

1. To prevent the premature demolition of residential buildings within designated areas of the City, Council may prepare, enact and enforce a Demolition Control By-law in accordance with the provisions of the *Planning Act*.
2. Applications to demolish protected, designated or listed heritage buildings and structures shall be considered in accordance with the provisions of the *Ontario Heritage Act* and the policies of this Plan.

10.16 Municipal Finance

1. Municipal *capital expenditures* implementing any aspect of this Plan will be

guided by a Ten Year Capital Budget Forecast, which will be reviewed annually.

2. Development staging and priorities as established by this Plan will be carried forward, having regard for the City's ability to assume the financial burdens involved. Each proposal and each stage of *development* will proceed only after Council has indicated that the City is in a position to assume the financial and other obligations required to provide the necessary services.
3. Future *development* will be monitored to ensure that a balance is maintained between demands for service and the overall fiscal capacity of the City, and that an appropriate relationship is maintained between residential and non-residential assessment.
4. The City may consider alternative means to finance infrastructure projects such as front-end financing or private/public partnerships to ensure that development occurs in a timely and fiscally responsible manner. The City may enter into agreements addressing the terms and conditions related to alternative financing.

10.17 Land Acquisition

1. Council may authorize the acquisition including by gift, and holding of real property for the purposes of implementing this Plan and in accordance with the provisions of the *Planning Act*, *the Municipal Act* or any other relevant legislation.

10.19 Public Engagement and Notification Policies

1. Council will follow the public notification procedures regarding planning matters that are contained in the *Planning Act* and its regulations.
2. Where mailed information notices concerning a *development* application are distributed to abutting property owners, the names and addresses as described in the latest, revised property assessment rolls will be used for notification.
3. In addition to the public notification requirements of policy 10.19.1, the City will use the following mechanisms to promote public participation and informed decision-making:
 - i) the placing of signage on properties undergoing a planning approval process, (e.g. Official Plan amendment, Plan of subdivision, *Zoning By-law* amendment, *Committee of Adjustment* application); and
 - ii) any other means that Council deems appropriate including electronic communications.
4. In the preparation of plans in the community, the City will use the document "Guiding Principles for Public Involvement, and the Roles and Responsibilities of City Council, Staff and all Participants" or subsequently established public engagement frameworks to ensure effective decision-

making.

Item 76: The purpose of 'Item 76' is to renumber and rename Section 10: Glossary to Chapter 12: Glossary

Section 10 entitled Glossary is hereby renumbered and renamed to Chapter 12: Glossary.

Item 77: The purpose of 'Item 77' is to introduce new terms and definitions into the glossary to accompany the Official Plan policies.

The following terms are hereby added to the Glossary in the appropriate alphabetic order:

Active Transportation means:

Modes of transportation, such as walking and cycling that: provide the personal benefits of fitness and recreation; are environmentally friendly; contribute to the personal and social health of neighbourhoods; and are readily available to a wide range of age groups within the community.

Adjacent lands means:

For the purpose of *designated property* or *protected heritage property*, any parcel of land that:

- i) shares a boundary with a parcel containing a *designated property* or *protected heritage property*;
- ii) is separated from a *designated property* or *protected heritage property* by a right-of-way (e.g., road) and within the span of the extended lot lines of the parcel containing a *designated property* or *protected heritage property* or is located at a corner opposite a corner property that is a *designated heritage property* or *protected heritage property*;
- iii) is within 30 metres of a *designated heritage property* or *protected heritage property* in instances where a designated heritage property or *protected heritage property* is within a right-of-way (e.g. bridge) or located on a parcel 2.5 hectares in area or greater.

Affordable Housing Benchmark means:

The maximum *affordable housing* price as defined for the City of Guelph for ownership and rental housing. The benchmark is adjusted on an annual basis to be reflective of changing market conditions within the City.

Alter (and alteration) means:

A change in any manner, and includes to restore, renovate, repair or disturb.

Ancillary Use means:

A use that is incidental to, but associated with the principle use or a primary function of a site.

Archaeological Assessment means:

For a defined project area or property, a survey undertaken by a licensed archaeologist within those areas determined to have areas of potential archaeological resources in order to identify *archaeological sites*, followed by evaluation of their *cultural heritage value or interest*, and determination of their characteristics. Based on this information, recommendations are made regarding

the need for mitigation of impacts and the appropriate means for mitigating those impacts.

Archaeological Site means:

Any property that contains an artifact, or any other physical evidence of past human use or activity that is of *cultural heritage value or interest*.

Artifact means:

Any object, material or substance that is made, modified, used, deposited, or affected by human action and is of *cultural heritage value or interest*.

Bankful Channel means:

The usual or average level to which a body of water rises at its highest point and remains for sufficient time so as to change the characteristics of the land (also known as the ordinary High Water Mark – HWM). In flowing waters (rivers, streams) this refers to the active channel which is often the 1:2 year *flood* flow return level (Department of Fisheries and Oceans, 2010).

Child Care Centre see *Day Care Centre*

Compatibility/compatible means:

Development or redevelopment which may not necessarily be the same as, or similar to, the existing development, but can co-exist with the surrounding area without unacceptable adverse impact.

Conserved (and conservation) means:

In regard to *cultural heritage resources*, the identification, protection, use and/or management of *cultural heritage resources* and *archaeological resources* in such a way that their *heritage attributes* and integrity are retained. This may be addressed through a *cultural heritage conservation plan* or *cultural heritage resource impact assessment*.

Consolidated Municipal Service Manager (Service Manger) means:

The legislated agency appointed by the Province that is responsible for the delivery of *social housing* services within Guelph and Wellington County. The County of Wellington is responsible for this service within the City and the County.

Cultural Heritage Conservation Plan means:

A plan developed to demonstrate how *heritage attributes* will be *conserved*, protected or enhanced such that the integrity of the *heritage attributes* is retained. Such plans will include descriptions of repairs, stabilization and preservation techniques as well as short and long term conservation and maintenance measures and including how the *heritage attributes* will be integrated or commemorated.

Cultural Heritage Conservation Easement Agreement means:

A voluntary legal agreement between the heritage property owner, the municipality and/or the Ontario Heritage Trust, establishing mutually accepted conditions that will ensure the conservation of a heritage property in perpetuity.

Cultural Heritage Review means:

An assessment conducted to accompany a request to modify a description of

non-designated properties listed in the *Heritage Register* or to list or remove non-designated properties from the *Heritage Register*.

Cultural Heritage Value or Interest means:

A property is of *cultural heritage value or interest* if, where criteria for whether the property is of *cultural heritage value or interest* has been prescribed by regulation, the property meets the criteria.

Deposits of mineral aggregate resources means:

An area of identified *mineral aggregate resources*, as delineated in Aggregate Resource Inventory Papers or comprehensive studies prepared using evaluation procedures established by the Province for surficial and bedrock resources, as amended from time to time, that has a sufficient quantity and quality to warrant present or future extraction.

Designated property means:

For the purpose of cultural heritage, *property* designated by a municipality under Part IV of the *Ontario Heritage Act* or within a *Heritage Conservation District* designated under Part V of the *Ontario Heritage Act*.

District Energy means:

A system that ties together distributed thermal energy generation and users through a local supply loop.

Erosion Hazard means:

The loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability and an erosion/erosion access allowance.

Exempt means:

In regard to energy projects, an energy project that is exempt from *Planning Act* approvals as outlined in Section 62 of the *Planning Act*. (see also *non-exempt*)

Flooding Hazard means:

The inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water.

- i) Along the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes, the *flooding hazard* limit is based on the one hundred year *flood* level plus an allowance for wave uprush and other water-related hazards;
- ii) Along river, stream and small inland lake systems, the *flooding hazard* limit is the greater of:
 - a. the *flood* resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954), transposed over a specific *watershed* and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over *watersheds* in the general area;
 - b. the *one hundred year flood*; and
 - c. a *flood* which is greater than a. or b. which was actually experienced in a particular *watershed* or portion thereof as a

- result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources;
- d. where the use of the *one hundred year flood* or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific *watershed* (where the past history of flooding supports the lowering of the standard).

Growth Plan means:

The *Growth Plan for the Greater Golden Horseshoe* (2006), as amended from time to time, prepared and approved under the *Places to Grow Act* (2005).

Hazardous Site means:

Property or land that could be unsafe for development and *site alteration* due to naturally occurring hazards. These may include unstable soils, organic soils or unstable bedrock (karst topography).

Hazardous substances means:

Substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

Heritage attributes means:

In relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their *cultural heritage value or interest*.

Heritage Conservation District means:

An area with a group or complex of buildings, or a larger area with many buildings and properties, with a concentration of *cultural heritage resources* with special character or historical association that distinguishes it from its surroundings.

Heritage Conservation District Plan means:

A document adopted by the City to manage and guide future change in a *Heritage Conservation District*, through the adoption of a district plan with policies and guidelines for conservation, protection and enhancement of the *Heritage Conservation District's* special character.

Heritage Register (see: *Municipal Register of Cultural Heritage Properties*)

Heritage tree means:

A single tree (or group of trees) which has *cultural heritage value or interest*. *Heritage trees* may be located on private and/or public property or form part of a *cultural heritage landscape*. *Heritage trees* may be identified as a *heritage attribute* of a *non-designated property* listed in the *Municipal Register of Cultural Heritage Properties* under the *Ontario Heritage Act*.

Heritage trees may be identified as part of a *Cultural Heritage Resource Impact Assessment*, *Cultural Heritage Conservation Easement Agreement*, *Cultural Heritage Review*, *Environmental Impact Statement*, *Environmental Assessment Study* or through a specific tree study.

Individual On-Site Sewage Services means:

Individual, autonomous sewage disposal systems within the meaning of s.8.1.2, O Reg. 403/97, under the Building Code Act that are owned, operated and managed by the owner of the property upon which the system is located.

Individual On-Site Water Services means:

Individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located.

LEED means:

Leadership in Energy and Environmental Design: a system for rating buildings based on their environmental performance including energy and water use.

Legal non-conforming means:

A use of land, building or structure that is not recognized in the *Zoning By-law* but which lawfully existed on the day the *Zoning By-law* was passed.

List (Listed or Listing) means:

For the purposes of identifying *cultural heritage resources*, the addition of a *designated property* or *non-designated property* to the *Municipal Register of Cultural Heritage Properties*.

Living Community Centre means:

Programming and/or improved 'animation' of parks that strengthen community cohesion and pride through the introduction of activities such as, but not limited to, movie nights, walking clubs, family pick-up games and activities, neighbourhood picnics, community gardens, brick bake ovens, markets and talent nights.

Low and Moderate Income Households means:

- i) In the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution within the City; or
- ii) In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for households renting within the City.

Mitigation or Avoidance

In regard to *cultural heritage resources*, methods of minimizing or avoiding a *negative impact* on a *cultural heritage resource*. These methods include, but are not limited to:

- i) alternative development approaches;
- ii) isolating *development* and *site alteration* from significant built and natural features and vistas;
- iii) design guidelines that harmonize mass, setback, setting, and materials;
- iv) limiting height and density;
- v) allowing only compatible infill and additions;
- vi) reversible alterations; and
- vii) buffer zones, site plan control, and other planning mechanisms.

Municipal Water means:

A municipal drinking water system within the meaning of Section 2 of the *Safe Drinking Water Act*, as amended from time to time.

Negative Impacts means:

In regard to *cultural heritage resources*, *negative impacts* include, but are not limited to:

- a. Destruction of any, or part of any, significant *heritage attributes* or features;
- b. Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- c. Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- d. Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- e. Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- f. A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces;
- g. Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Non-exempt means:

In regard to energy projects, an energy project that is subject to approval under the *Planning Act*. (see also *exempt*)

Ontario Heritage Act means:

Ontario Heritage Act, R.S.O. 1990, c. 0.18 as amended.

Partial Services means:

- i) *Municipal sewage services* or private communal sewage services and *individual on-site water services*; or
- ii) *Municipal water services* or private communal water services and *individual on-site sewage services*.

Performance Labelling means:

A transparent energy benchmarking process whereby the energy efficiency of a building is documented.

Planning Act means:

The Planning Act, R.S.O. 1990, chapter P.13, as amended.

Portable Concrete Plant means:

A building or structure:

- i) with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and
- ii) which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

Property, as defined in Parts IV and V of the *Ontario Heritage Act*, means: Real property and includes all buildings and structures thereon. This includes anything fixed to the *property* “fixture” but excludes anything portable “chattel”. Generally, a fixture is something affixed to the property by means other than its own weight, which cannot be removed without causing damage to the building. A chattel is a moveable item of property not permanently attached to land or a building.

Protected Heritage Property means: Real property designated under Parts IV, V, or VI of the *Ontario Heritage Act*; *heritage conservation easement* property under Parts II or IV of the *Ontario Heritage Act*; and property that is the subject of a covenant or agreement between the owner of the property and a conservation body or level of government, registered on title and executed with primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss.

Provincial Plan means: A plan approved by the Lieutenant Governor in Council or the Minister of Municipal Affairs and Housing, but does not include municipal Official Plans.

Public Realm means: Public spaces such as public streets and rights of way, urban squares, parks, community trails, and open spaces.

Public Service Facilities means: Land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. *Public service facilities* do not include *infrastructure*.

Public View means: A view toward important public and historic buildings, natural heritage and open space features, landmarks and skylines when viewed from the *public realm*.

Public Vista means: Views that are framed through built form or between rows of trees when viewed from the *public realm*.

Residential Intensification means: Intensification of a property, site or area which results in a net increase in *residential units* or accommodation and includes:

- a) redevelopment, including the redevelopment of *brownfield sites*;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;
- d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- e) the *conversion* or expansion of existing residential buildings to create new *residential units* or accommodation, including accessory apartments, secondary suites and rooming houses.

Service Manager means:
(see *Consolidated Municipal Service Manager* definition)

Social Housing means:
Sometimes referred to as 'assisted', 'subsidized' or 'rent-geared-to income' housing, housing that is a sub-set of *affordable housing*. It refers to housing units provided under a variety of federal and provincial housing program by the municipal non-profit housing corporation and private non-profit and co-operative non-profit housing corporations. Residents in rent-geared-to income units in *social housing* portfolios pay no more than 30% of their annual gross household income in rent. It also refers to housing units within the private rental sector, where rent-geared-to-income subsidy is provided through a rent supplement agreement to the landlord.

Transportation Demand Management (TDM) means:
A series of policies, programs and incentives intended to influence whether, when, where and how people travel, and encourage them to make more efficient use of the transportation system.

Transportation infrastructure means:
Works such as maintenance, repair or installation of roads or bridges/overpasses as well as underpasses and culverts, and rail lines, but does not include buildings or parking that may be associated with these *infrastructure* components with the exception of small-scale bus/rail boarding platforms and associated structures.

Urban Agriculture means:
The growing of crops or raising of animals for food at a small scale that is compatible with the surrounding neighbourhood. It may also include small-scale sales of urban agricultural products subject to zoning and other applicable regulations.

Item 78: The purpose of 'Item 78' is to update and revise terms and definitions in the Glossary.

The following glossary terms and definitions are hereby amended as follows and incorporated into the Glossary in the appropriate alphabetic order:

Accessory Apartment
means a dwelling unit located within and subordinate to an existing single detached dwelling ~~or~~, semi-detached dwelling ~~or~~ link dwelling.

Agricultural Use
means the growing of crops, including nursery and horticultural crops; raising of livestock and other animals for food, ~~or~~ fur **or fibre**, including poultry and fish; aquaculture; **apiaries**; agroforestry; maple syrup production; and associated on-farm building and structures.

Archaeological Resources
means ~~the remains of any building, structure, activity, place, or cultural feature or object which, because of the passage of time, is on or below the surface of land or water, and is of significance to the understanding of the history of a people or place.~~ **Includes artifacts, archaeological sites and marine**

archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.

*Areas of **Potential Archaeological Resources***

means areas with medium or high potential for the discovery of archaeological resources. This potential is based on the presence of a wide range of geographic and historical features which influenced past settlement. Archaeological potential is confirmed through archaeological assessment. **Areas with the likelihood to contain *archaeological resources*.** The criteria for determining archaeological potential is based on the presence of a wide range of features or characteristics, including but not limited to:

- i) previously identified *archaeological sites*;
- ii) water sources;
- iii) elevated topography;
- iv) pockets of well-drained sandy soil;
- v) distinctive landforms;
- vi) resource areas (including food or medicinal plants, scarce raw materials, or early Euro-Canadian industry);
- vii) areas of early Euro-Canadian settlement;
- viii) early historical transportation routes;
- ix) property listed on a Municipal Register, or designated under the *Ontario Heritage Act* or that is a federal, provincial or municipal historic landmark or site;
- x) property that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations.

Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*. The features indicating archaeological potential are described in detail in the Ministry of Tourism and Culture's Standards and Guidelines for Consultant Archaeologists (2010).

Built Heritage Resource

means **one or more a-significant buildings, structures, landscapes, monuments, installations (or a group of them) or visible remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community,** which meets the designation criteria adopted by the Guelph Local Architectural Conservation Advisory Committee (LACAC) and which is included in the City of Guelph Inventory of Heritage Structures as it is completed and as it may be amended. **These resources may be identified through designation or heritage conservation easement under the *Ontario Heritage Act*, or listed by local, provincial or federal jurisdictions. *Built heritage resources* include those properties that have been included in the Couling Architectural Inventory as it is completed and as it may be amended.** All buildings, structures, landscapes, monuments, installations or visible remains constructed prior to 193027, but not limited to those constructed prior to 193027, shall be considered to be built heritage resources until considered otherwise by the Guelph LACACHeritage Guelph.

Coach House

means a ~~self-contained and fully~~ **one unit** detached **residence containing bathroom and kitchen facilities that is located** ~~dwelling unit added or converted on the same lot,~~ **but is subordinate to** ~~as an existing residential dwelling house. The Coach House is subordinate to the existing main dwelling unit on the lot in terms of size and function.~~ **and is designed to be a permanent unit.**

Consent

means the authorization granted by the Committee of Adjustment in accordance with the *Planning Act*, to deal with ~~various forms of applications dealing with~~ land severance, lot additions, easements, rights-of-way, validation of title, charge/discharge of mortgages and long term leases of land for more than 21 years. A consent is not needed to convey, mortgage, grant or lease an entire lot, or a whole lot on a *registered plan of subdivision*.

Convenience Commercial

means a small-scale commercial operation and personal service that has a planning function of serving the day-to-day convenience shopping needs of an immediately surrounding residential population. Examples of uses include a convenience food store, a dry cleaner or a ~~take-out~~ **small-scale** restaurant.

~~Built~~ Cultural Heritage Resource Impact Assessment

means a study conducted prior to *development/ redevelopment* to investigate the potential impact of development on ~~built~~ **cultural heritage resources**. This type of study will determine how a particular development should proceed and what actions or measures are required to minimize ~~adverse~~ **negative impacts** on ~~built~~ **cultural heritage resources**.

Cultural Heritage Landscape Resource

means ~~groups of features made by people. The arrangement of features illustrates noteworthy relationships between people and their surrounding environment. They can provide the contextual and spatial information necessary to preserve, interpret or reinforce the understanding of important historical settings and changes to past patterns of land use. Cultural heritage landscapes include such groups of features as neighbourhoods, townscapes and farmscapes.~~ **A defined geographical area of heritage significance which has been modified by human activities and is valued by the community. It may involve a grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to Heritage Conservation Districts designated under the Ontario Heritage Act, parks, gardens, neighbourhoods, townscapes, farmscapes, battlefields, main streets, cemeteries, trail ways and industrial complexes of cultural heritage value or interest.**

Cultural Heritage Resource

means **an** *archaeological resources, built heritage resources and/or cultural heritage landscape resources.*

Density Targets

mean the targets for the Urban Growth Centre density contained in ~~Section 2.4.6~~ **policy 3.8.4 of this Plan** and for designated *greenfield areas* density targets contained in ~~Section 2.4.10~~. **policy 3.12.2.**

Designated and Available

means **With respect to housing supply**, lands ~~that have been designated in the Official Plan for urban residential use.~~ **Where more detailed official plan policies (e.g., secondary plans) are required before development applications can be considered for approval, only lands that have commenced the more detailed planning process are considered to be designated for the purpose of this definition.**

Employment Area

means those areas designated in the Official Plan for clusters of businesses and economic activities including, but not limited to:

- a) i) manufacturing uses;
- b) ii) warehousing uses;
- c) iii) office uses;
- d) iv) ~~Minor~~ retail uses that are associated with the uses mentioned in clauses (a) to (c); and
- v) Facilities that are ancillary to the uses mentioned in clauses a) i) to d) iv).

Flood Fringe

means **The outer portion of the floodplain** ~~that area in the Two Zone Flood Plain concept, which lies between the floodway and the regulatory flood level.~~ **flooding hazard limit.**

Floodplain

means the area, usually low lands, adjoining a watercourse, which has been, or may be covered by flood water. **subject to flooding hazards.** The *regulatory floodline* delimits the boundaries of the *flood plain*.

Floodproofing

(and floodproof and floodproofed) means:

~~means~~ a combination of structural changes **and/or** adjustments incorporated into the basic design **and/or** construction **or alteration** of individual buildings, structures or properties subject to flooding so as to reduce or eliminate flood damages. ~~Various forms of floodproofing are available as outlined in the Implementation Guidelines of the "Provincial Policy Statement".~~

Floodway

~~means that area of the flood plain that is required for the safe passage of flood flow or the area where flood depths or velocities are considered to be such that they pose a potential threat to life or property. The delimitation of the floodway is calculated by the Grand River Conservation Authority.~~

A portion of the floodplain where development and site alteration would cause a danger to public health or safety or property damage.

Where the one zone concept is applied, the floodway is the entire contiguous floodplain.

Where the two zone or Special Policy Area concept are applied, the

floodway is the contiguous inner portion of the ***floodplain***, representing that area required for the safe passage of ***flood*** flow/or that area where ***flood*** depths and/or velocities are considered to be such that they pose a potential threat to life or property damage. Where the two zone or Special Policy Area concept are applied, the outer portion of the ***floodplain*** is called the ***flood fringe***.

Garden Suite

~~(also referred to as a **Granny Flat**)~~ means a separate, self-contained unit that is located to the rear of an existing house. The Suite usually houses an elderly person or a person with disabilities who wants an independent living area but also needs the support of family or friends living in the main dwelling. For the purposes of this Official Plan, the Suite is to be considered a temporary use and zoned as such in the implementing Zoning By-law. **means (also known as a Granny Flat):**

A one-unit detached residential structure containing bathroom and kitchen facilities that is separate from and subordinate to an existing residential dwelling and that is designed to be portable.

Gross Leasable Floor Area

means the total floor area of a building that is designed and intended for exclusive use and occupancy by a tenant or owner measured from the centre line of interior partitions **walls** and from the outside face of exterior **face of outside** walls.

Hazard(ous) Lands

~~means lands which are or may be inappropriate for urban development by reason of having inherent or natural environmental hazards such as susceptibility to flood or erosion, poor drainage, unstable soils, steep slopes or any other physical condition or limitation and which, if developed, may lead to the deterioration or degradation of the environment or cause property damage or loss of life.~~ **Property or land that could be unsafe for development due to naturally occurring processes. This means land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.**

Intensification Target

~~means the target as established in Sections 2.4.5.1 a)-3.7 of the Official Plan in accordance with policy 2.2.31 of the Growth Plan.~~

Livestock-based Agricultural Operation

~~means a place where the grazing, breeding, raising, boarding or training of animals, insects or birds occurs and includes any agricultural use from which animal, insect or bird products are derived.~~ **for commercial purposes.**

Mineral Aggregate Operation

means

- i) lands under license or permit, other than for a wayside pit or quarry, issued in accordance with the Aggregate Resources Act, or successors thereto.
- ii) **for lands not designated under the Aggregate Resources Act, established pits and quarries that are not in contravention of municipal Zoning By-laws and including adjacent land under**

- agreement with or owned by the operator, to permit continuation of the operation; and
- iii) **associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products.**

Mineral Aggregate Resources

means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resources Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act.

Modal Split Mode Share or Modal Share

~~means the proportion of users that use a particular form of transport as compared to the total vehicular users of the roadway.~~

The percentage of person trips or of freight movements made by one travel mode relative to the total number of such trips made by all modes.

Municipal Comprehensive Review

~~means an Official Plan review, or an Official Plan amendment, initiated by a municipality under Section 26 of the Planning Act.~~ **that comprehensively applies the policies and schedules of this Plan.**

Municipal Sewage Services

means a sewage works within the meaning of Section 1 of the *Ontario Water Resources Act*, **as amended from time to time**, that is owned or operated by a **municipality**. ~~the City or a municipal drinking water system within the meaning of Section 2 of the Safe Drinking Water Act.~~

Nursing Home

means any premises, licensed under the *Nursing Homes Act*, maintained and operated for ~~two or more~~ persons requiring nursing care.

Redevelopment

~~means a form of *development* involving the removal of buildings or structures from land and the construction of new buildings or structures on the said land or the rehabilitation and renewal of existing buildings or structures.~~ **The creation of new units, uses or lots on previously developed land in existing communities, including *brownfield* and *greyfield* sites.**

In spite of the above definition, for the lands within the Special Policy Area Flood Plain of this Plan, *redevelopment* ~~means a form of *development* involving the removal of buildings or structures from a site and the construction or erection of other buildings or structures thereon; and,~~ shall include an addition which is larger than 50% of the total ground floor area of the original or existing building or structure.

Registered Plan of Subdivision

means a plan showing lots, streets and blocks of land, approved by the ~~Minister of Municipal Affairs and Housing or his delegate (i.e. City of Guelph)~~, in

accordance with the *Planning Act*, and registered under the *Registry Act*, or the *Land Titles Act*.

Safe Access

means ~~unobstructed direct, or elevated access for pedestrians and/or vehicles in an area which may be covered by flood water at a *regulatory flood* level. For the City of Guelph, the Grand River Conservation Authority has calculated this level to be the following: where the product of depth and velocity of the flood water during a regulatory storm is less than or equal to 0.4 m²/sec. provided that the depth and velocity do not exceed 0.8 m. and 1.7 m/sec. respectively.~~

Locations where, during the *Regulatory Flood*:

- i) **the flow velocity does not exceed 1.0 m/sec.;**
- ii) **the product of depth and velocity does not exceed 0.4 m squared/sec.;**
- iii) **the depth of flooding along access routes to *residential units* does not exceed 0.8 m;**
- iv) **the depth of flooding along access routes to commercial or industrial buildings or structures does not exceed or 2.0 m;**
- v) **the depth of flooding adjacent to *residential units* does not exceed 1.2 m; and**
- vi) **the depth of flooding adjacent to commercial or industrial buildings or structures does not exceed 2.0 m.**

*Scoped ~~Built~~ **Cultural** Heritage Resource Impact Assessment*

means a reduced scope of study conducted prior to *development/redevelopment* to investigate the potential impact of development on ***cultural ~~built~~ heritage resources, including development proposals on lands adjacent to designated property or other protected heritage property.*** ~~— This type of study may be prepared in place of a *Built Heritage Resource Impact Assessment* in instances where the proponent can indicate prior to *development/redevelopment*, to the satisfaction of the City, that a particular development can proceed without adverse impact on *built heritage resources*.~~

Sensitive Land Use

means ~~a residential, institutional or park land use (including a buildings, amenity areas or outdoor spaces) where~~ **routine or normal activities occurring at reasonably expected times may be affected by the operation of a nearby industrial facility would experience one or more *adverse effects from contaminant discharges generated by a nearby facility.*** ***Sensitive land uses may be a part of the natural or built environment. Examples may include, but not be limited to residences, day care centres, and educational and health facilities.***

Site Alteration

means activities such as ~~fill, grading, and excavation~~ **and the placement of fill** that would change the landform and natural vegetative characteristics of a site.

*Special Needs **Housing***

means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not

limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly. **For the purposes of this Plan, it also includes *group homes, emergency shelters, special care facilities for persons with disabilities and housing for seniors (rest homes, palliative care, nursing homes)*.**

Subwatershed Plan

means a plan prepared by the City and/or the Grand River Conservation Authority. ~~The plan will detail the water management requirements as generally outlined in a Watershed Plan, or alternatively where no Watershed Plan exists, the specific management approach to meeting the Specific Water Quality/Quantity Target Policies, as outlined in the June 1993 Provincial Policy Guideline Report entitled, Integrating Water Management Objectives into Municipal Planning Documents.~~ **A *Subwatershed Plan* builds on findings of a *Watershed Plan* providing specific subwatershed targets, goals, objectives including but not limited to: natural system linkages and functions; surface and *groundwater* quantity and quality management; the enhancement, rehabilitation of *natural features*; areas suitable for *development*; best management practices for incorporation into subdivision designs; and specific implementation and monitoring schemes.**

Urban Growth Centre

means **Downtown Guelph as identified on Schedule 1 and defined** ~~the area identified on Schedule 1B and is delineated in accordance with~~ **the policies for the *Growth Plan* for the Greater Golden Horseshoe. Policies 2.2.4.2 and 2.2.4.3 of the *Growth Plan*.**

Item 79: The purpose of 'Item 79' is to delete terms and definitions from the Glossary where the terms have been deemed to no longer be required to be defined in the Official Plan.

The following terms and their associated definitions are hereby deleted from the Glossary of the Official Plan:

Aggregate
Business Land Use
Capital Expenditure
Clean-up
Comprehensive Environmental Impact Study
Down-zoning
Elements of Urban Design
Fill, Construction and Alteration to Waterways Regulations
Home Day Care
Light Industrial
Multiple Unit Residential Building
Prime Agricultural Land
Rest Home
Right-of-way
Semi-detached Dwelling
Single Detached Dwelling
Site Plan
Storm Water Management Practices

Ten Year Capital Budget Forecast
Zero Lot Line Dwelling

Item 80: The purpose of 'Item 80' is to renumber and revise Schedule 1 Land Use Plan. Changes to the names of land use designations and changes to the designations of properties have been made in accordance with and to support policy revisions.

Schedule 1 Land Use Plan is hereby renamed Schedule 2 Land Use Plan and amended in accordance with Schedule 2 attached hereto.

Item 81: The purpose of 'Item 81' is to renumber Schedule 1B Growth Plan Elements.

Schedule 1B is hereby renumbered to Schedule 1 Growth Plan Elements.

Item 82: The purpose of 'Item 82' is to delete Schedule 1A Secondary Plan and Water Features. The secondary plans displayed on the Schedule have been deleted from the Official Plan and the water features are incorporated into a new schedule.

Schedule 1A Secondary Plan and Water Features is hereby deleted.

Item 83: The purpose of 'Item 83' is to renumber, rename and amend Schedule 2 Natural Heritage Features and Development Constraints. The schedule includes the details of the regulatory floodplain.

Schedule 2 Natural Heritage Features and Development Constraints is hereby renumbered to Schedule 3 Development Constraints and is amended in accordance with Schedule 3 attached hereto.

Item 84: The purpose of 'Item 84' is to delete Schedule 3 Areas of Potential Archaeological Resources.

Schedule 3 Areas of Potential Archaeological Resources is hereby deleted.

Item 85: The purpose of 'Item 85' is to renumber and amend Schedule 4 Staging of Development in accordance with the associated amended policies.

Schedule 4 Staging of Development is hereby renumbered to Schedule 5 and amended in accordance with Schedule 5 attached hereto.

Item 86: The purpose of 'Item 86' is to delete Schedules 4A, 4B and 4C. These schedules provide staging of development for secondary planning areas. The secondary plans have been deleted from the Official Plan.

Schedule 4A entitled Eastview Secondary Plan Area Phasing of Development, Schedule 4B entitled South Guelph Secondary Plan Area Phasing of Development and Schedule 4C Victoria Road North Secondary Plan Phasing of Development are hereby deleted.

Item 87: The purpose of 'Item 87' is to delete Schedule 7 Linked Open Space Concept. This schedule provided information for illustrative purposes only and forms the background to the development of the new Trail Network schedule.

Schedule 7 Linked Open Space Concept is hereby deleted.

Item 88: The purpose of 'Item 88' is to delete Schedule 8 Special Policy Area/Flood Plain Land Use Plan. The policies related to this schedule have been amended to remove the special policy area/flood plain from the land use designations.

Schedule 8 Special Policy Area/Flood Plain Land Use Plan is hereby deleted.

Item 89: The purpose of 'Item 89' is to delete Schedule 9A Existing Road Network and Schedule 9B Recommended Road Plan for Further Study and Environmental Assessment and replace them with a new Schedule 6 entitled Road and Rail Network. Schedules 9A and 9B have been combined and updated to create the new Schedule 6.

Schedule 9A Existing Road Network and Schedule 9B Recommended Road Plan for Further Study and Environmental Assessment are hereby deleted and a new Schedule 6 Road and Rail Network is hereby added to the Official Plan in accordance with Schedule 6 attached hereto.

Item 90: The purpose of 'Item 90' is to delete Schedule 9C Bicycle Network Plan.

Schedule 9C Bicycle Network Plan is hereby deleted.

Item 91: The purpose of 'Item 91' is to add a new Schedule 7 Trail Network which displays existing and proposed city trails in relation to natural heritage features and open space. Former Schedule 7 Linked Open Space Concept provided the conceptual basis for the development of a trail network as one form of linkage between open space areas, natural areas and community features.

Schedule 7 Trail Network is hereby added to the Official Plan in accordance with Schedule 7 attached hereto.

Item 92: The purpose of 'Item 92' is to add a new Schedule 8 Wellhead Protection Areas to the Official Plan in support of the Source Water Protection policies.

Schedule 8 Wellhead Protection Areas is hereby added to the Official Plan in accordance with Schedule 8 attached hereto.

Item 93: The purpose of 'Item 93' is to delete the Appendix to the 2001 Official Plan.

The Appendix to the 2001 Official Plan is hereby deleted.

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan

LANDS SUBJECT TO OFFICIAL PLAN AMENDMENT 43

LANDS SUBJECT TO OFFICIAL PLAN AMENDMENT 42

Legend

- City Street
- - - Future City Street
- County Road
- Future Highway Interchange
- Railway
- Watercourse
- Waterbody
- Corporate Boundary

Land Use Designations

- Low Density Residential
- Low Density Greenfield Residential
- Medium Density Residential
- High Density Residential
- Downtown
- Mixed-Use Corridors
- Community Mixed-Use Centre
- Service Commercial
- Neighbourhood Commercial Centre
- Mixed Office Commercial
- Industrial
- Corporate Business Park
- Mixed Business
- Institutional / Research Park
- Major Institutional
- Special Study Area
- Major Utility
- Open Space and Park
- Reserve Lands
- Secondary Planning Area
- Potential School Site

Lands Subject to Official Plan Amendment 42

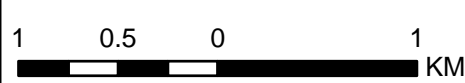
- Significant Natural Area
- Natural Area

The Significant Natural Area and Natural Area designations that form part of Official Plan Amendment 42 are currently under appeal and are illustrated for contextual purposes only and do not form part of this schedule.

The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be re-produced without the permission of the City of Guelph. Please contact the City of Guelph's GIS group for additional information at 519-822-1260.

Produced using information under License with the Grand River Conservation Authority © Grand River Conservation Authority, 2009 [2009].

Produced by the City of Guelph with Data supplied under Licence by Members of the Ontario Geospatial Data Exchange.



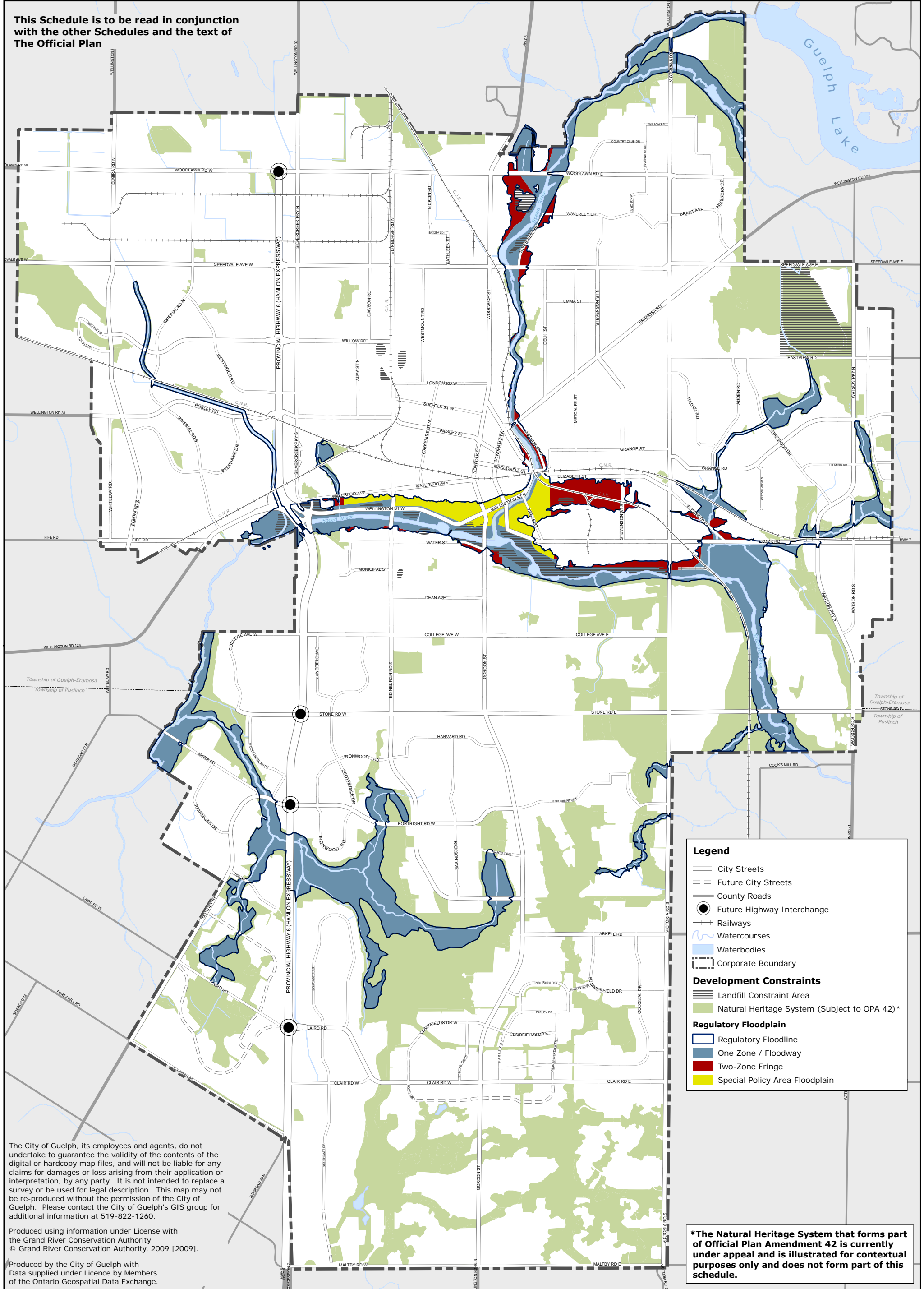
Projection: UTM 17N NAD83
Produced by the City of Guelph
Planning Services
June 5, 2012

CITY OF GUELPH OFFICIAL PLAN SCHEDULE 2: LAND USE PLAN



I:\gis_staging\Planning\OFFICIAL PLAN MAPPING NEW\Schedule2\OP\Schedule2-Landuse.mxd

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan



Legend

- City Streets
- Future City Streets
- County Roads
- Future Highway Interchange
- Railways
- ~ Watercourses
- Waterbodies
- Corporate Boundary

Development Constraints

- Landfill Constraint Area
- Natural Heritage System (Subject to OPA 42)*

Regulatory Floodplain

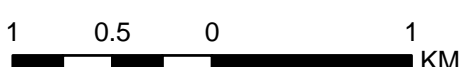
- Regulatory Floodline
- One Zone / Floodway
- Two-Zone Fringe
- Special Policy Area Floodplain

*The Natural Heritage System that forms part of Official Plan Amendment 42 is currently under appeal and is illustrated for contextual purposes only and does not form part of this schedule.

The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be re-produced without the permission of the City of Guelph. Please contact the City of Guelph's GIS group for additional information at 519-822-1260.

Produced using information under License with the Grand River Conservation Authority © Grand River Conservation Authority, 2009 [2009].

Produced by the City of Guelph with Data supplied under Licence by Members of the Ontario Geospatial Data Exchange.



CITY OF GUELPH OFFICIAL PLAN

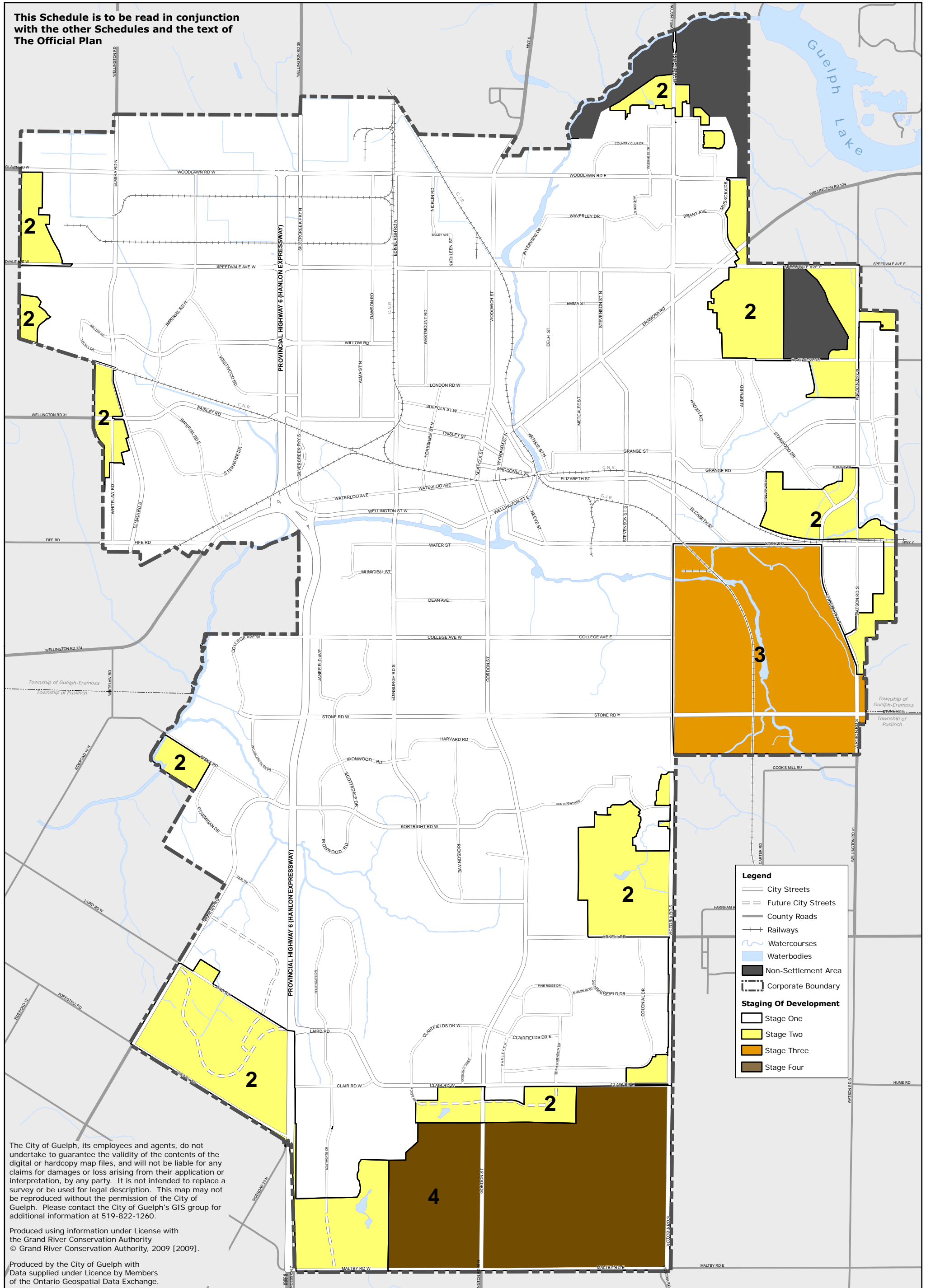
SCHEDULE 3: DEVELOPMENT CONSTRAINTS



Projection: UTM 17N NAD83
Produced by the City of Guelph
Planning Services
June 5, 2012

I:\gis_staging\Planning\OFFICIAL PLAN MAPPING NEWS\Schedule3\OP\Schedule3_DevelopmentConstraints.mxd

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan



The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be reproduced without the permission of the City of Guelph. Please contact the City of Guelph's GIS group for additional information at 519-822-1260.

Produced using information under License with the Grand River Conservation Authority
© Grand River Conservation Authority, 2009 [2009].

Produced by the City of Guelph with Data supplied under Licence by Members of the Ontario Geospatial Data Exchange.



1 0.5 0 1 KM

Projection: UTM 17N NAD83
Produced by the City of Guelph
Planning Services
June 5, 2012

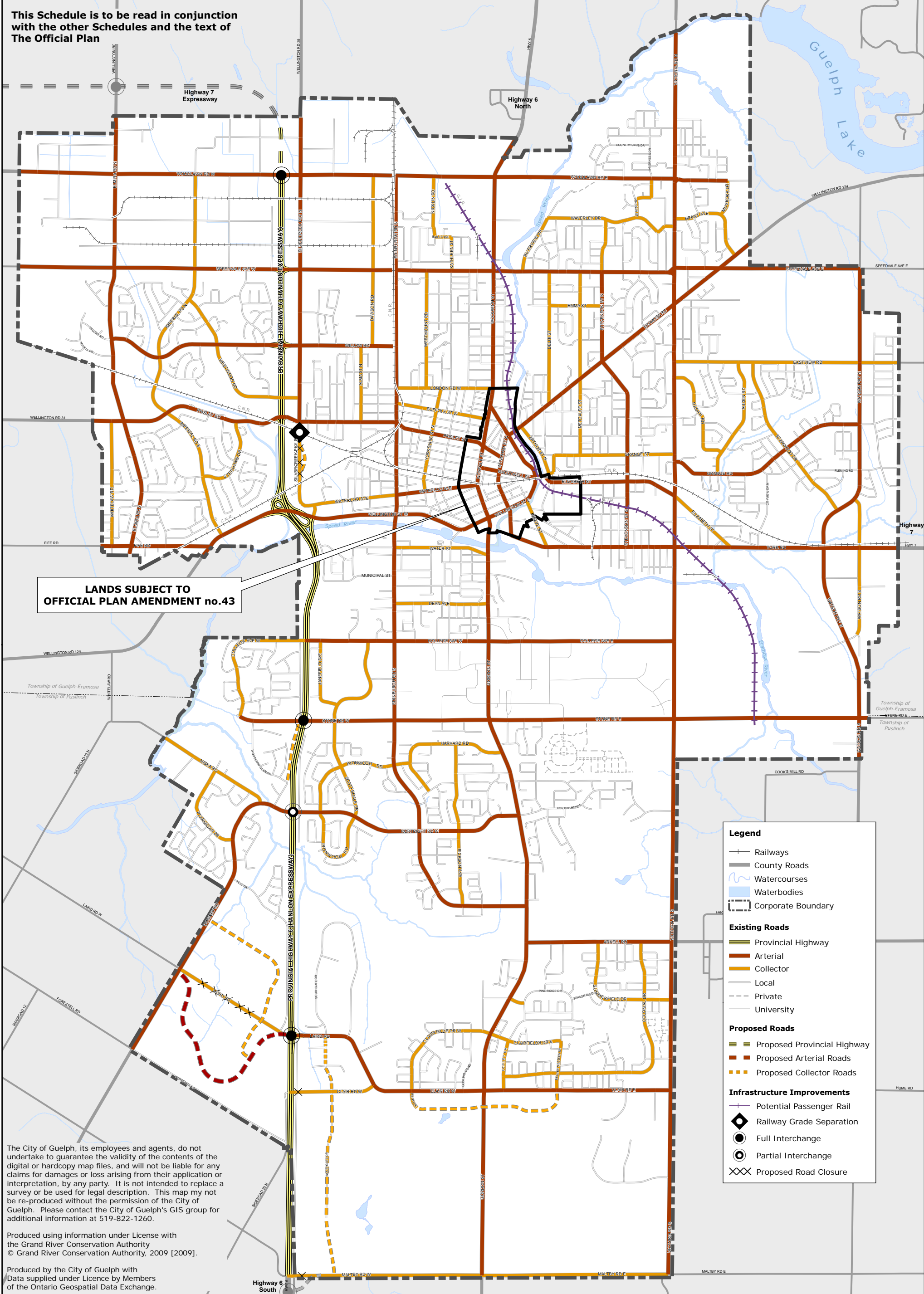
CITY OF GUELPH OFFICIAL PLAN

SCHEDULE 5:

STAGING OF DEVELOPMENT



This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan



LANDS SUBJECT TO OFFICIAL PLAN AMENDMENT no.43

Legend

- Railways
- County Roads
- Watercourses
- Waterbodies
- Corporate Boundary

Existing Roads

- Provincial Highway
- Arterial
- Collector
- Local
- Private
- University

Proposed Roads

- Proposed Provincial Highway
- Proposed Arterial Roads
- Proposed Collector Roads

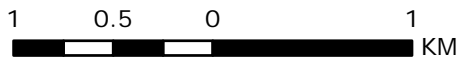
Infrastructure Improvements

- Potential Passenger Rail
- ◆ Railway Grade Separation
- Full Interchange
- Partial Interchange
- XXX Proposed Road Closure

The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be re-produced without the permission of the City of Guelph. Please contact the City of Guelph's GIS group for additional information at 519-822-1260.

Produced using information under License with the Grand River Conservation Authority
© Grand River Conservation Authority, 2009 [2009].

Produced by the City of Guelph with Data supplied under Licence by Members of the Ontario Geospatial Data Exchange.



Projection: UTM 17N NAD83
Produced by the City of Guelph
Planning Services
June 5, 2012

CITY OF GUELPH OFFICIAL PLAN

SCHEDULE 6: ROAD & RAIL NETWORK



I:\gis_staging\Planning\OFFICIAL PLAN MAPPING NEW\Schedule6\OPSchedule6-ROADRAILNETWORK.mxd

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan

TransCanada Trail to Elora (North) and Elmira (Northwest via Kissing Bridge Trail)

GORBA Trails developed and maintained under special agreement with the Grand River Conservation Authority.

GUELPH LAKE CONSERVATION AREA

LANDS SUBJECT TO OFFICIAL PLAN AMENDMENT no.43

Continue to explore trail connections with the University of Guelph

Potential Connection to Guelph Radial Line Trail and Starkey Hill Trail

Trail routing in the new section of the Hanlon Business Park is based on the Draft Plan of Subdivision.

The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be re-produced without the permission of the City of Guelph. Please contact the City of Guelph's GIS group for additional information at 519-822-1260.

Produced using information under License with the Grand River Conservation Authority © Grand River Conservation Authority, 2009 [2009].

Produced by the City of Guelph with Data supplied under Licence by Members of the Ontario Geospatial Data Exchange.

Potential trail gateway to be located at City boundary when area plans are developed.

Legend

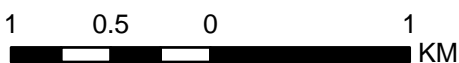
- City Streets
- Future City Streets
- County Roads
- Railways
- Watercourses
- Waterbodies
- Natural Heritage System (subject to OPA 42)* & Open Space
- Corporate Boundary

Trail Network

- Existing City Trails
- Proposed City Trails
- Structure Required
- Staging Area
- Canoe Launch & Node
- Trail Gateway

General note for all future development areas: It is imperative that the City Wide Trail Master Plan be referenced in conjunction with this schedule as supporting documentation. Trail routing is to be provided as part of the development planning process and will be consistent with the goals, objectives and guiding principles of the GTMP.

*The Natural Heritage System that forms part of Official Plan Amendment 42 is currently under appeal and is illustrated for contextual purposes only and does not form part of this schedule



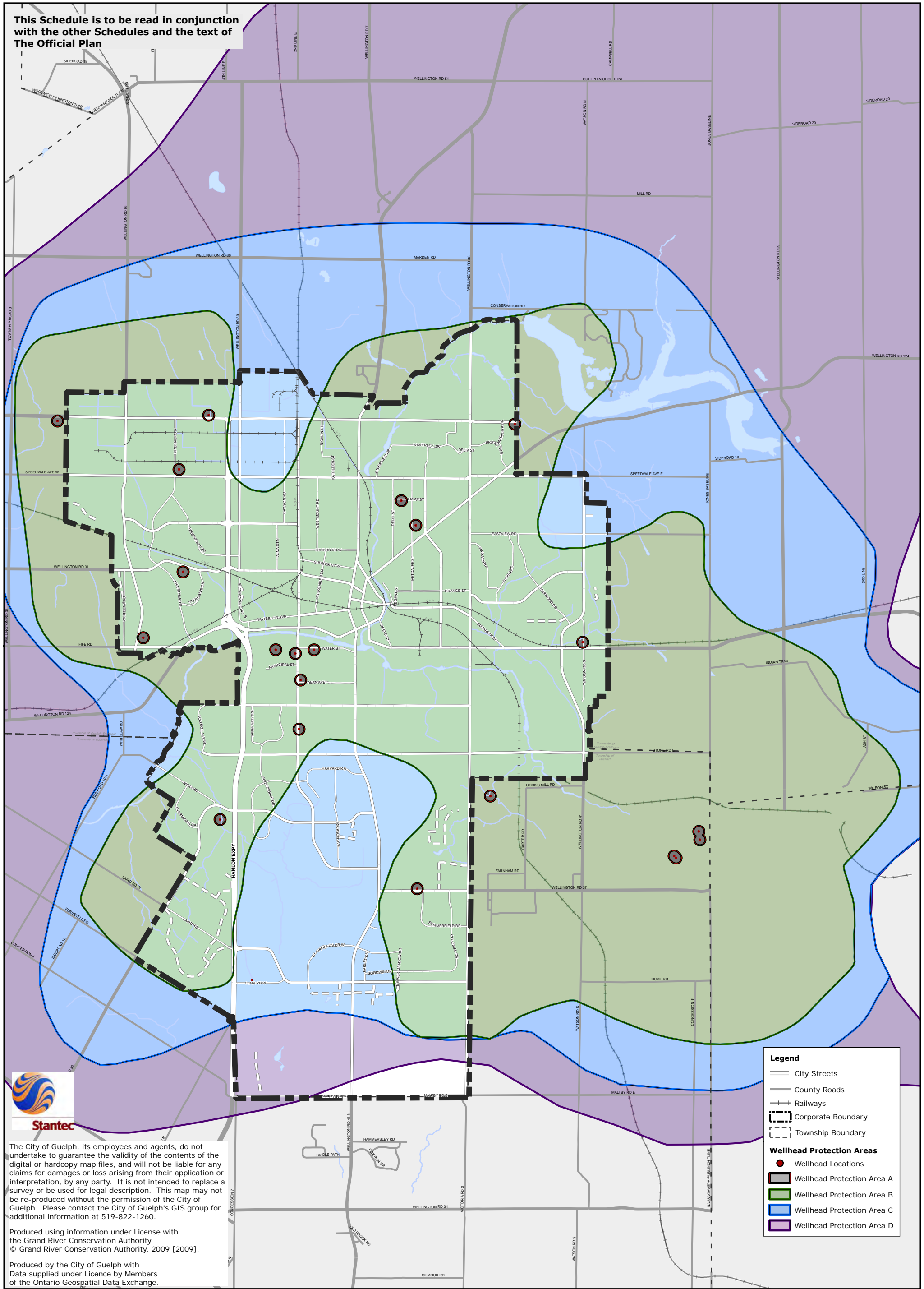
Projection: UTM 17N NAD83
Produced by the City of Guelph
Planning Services
June 5, 2012

CITY OF GUELPH OFFICIAL PLAN SCHEDULE 7: TRAIL NETWORK



\\gis_staging\Planning\OFFICIAL PLAN MAPPING NEWS\Schedule7\Schedule7-TraillNetwork.mxd

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan



The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be re-produced without the permission of the City of Guelph. Please contact the City of Guelph's GIS group for additional information at 519-822-1260.

Produced using information under License with the Grand River Conservation Authority
 © Grand River Conservation Authority, 2009 [2009].

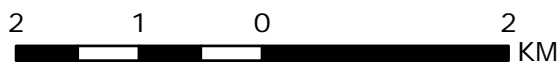
Produced by the City of Guelph with Data supplied under Licence by Members of the Ontario Geospatial Data Exchange.

Legend

- City Streets
- County Roads
- Railways
- Corporate Boundary
- Township Boundary

Wellhead Protection Areas

- Wellhead Locations
- Wellhead Protection Area A
- Wellhead Protection Area B
- Wellhead Protection Area C
- Wellhead Protection Area D



Projection: UTM 17N NAD83
 Produced by the City of Guelph
 Planning Services
 June 5, 2012

CITY OF GUELPH OFFICIAL PLAN

SCHEDULE 8: WELLHEAD PROTECTION AREAS



I:\gis_staging\Planning\OFFICIAL PLAN MAPPING NEW\Schedule\OPS\Schedule8-WellheadProtection.mxd

	Respondent	Date	Summary of Comments	Staff Response
1	Elizabeth Snell on behalf of Transition Guelph	March 26, 2012	Provided Transition Guelph's vision for Guelph to 2031. Indicated that the general direction of the Official Plan has similarities to the Transition Guelph vision.	Staff appreciate the input and acknowledge that the Official Plan contains a number of policies that address the vision of Transition Guelph. <u>Recommendation:</u> No changes in response to these comments.
2	John Ambrose	February 29, 2012	Suggested integrating community energy concepts with the Urban Forestry Plan. Suggested considering the trail system as a transportation corridor in addition to recreation function. Commented that the City needs to find ways to implement concepts of permeable paving, grey water, etc. Stressed importance of preserving green space, green corridors and trees.	Staff appreciate the comments. <u>Recommendation:</u> No changes in response to these comments.
3	Robert Mason Nosam Properties Ltd and NASA Holdings Inc. 363-369 Gordon Street and 1 College Avenue	2012	Request that the consolidation of their properties be designated "Neighbourhood Commercial Centre".	Staff confirm that the response to this request as outlined in the January 30, 2012 report to Council still stands. The response stated: "The properties are designated "General Residential" in the current Official Plan. Staff propose to designate the existing commercial property located at 363-369 Gordon Street as "Neighbourhood Commercial Centre". Commercial designations are not recommended to be applied to the existing adjacent residential property at 1 College Avenue West." <u>Recommendation:</u> No changes in response to this comment.

	Respondent	Date	Summary of Comments	Staff Response
4	Kate MacDonald on behalf of the Mayfield Park Community Assoc.	April 2, 2012	Advised that they are in strong support of the proposed "Low Density Residential" designation for the property located at 716 Gordon Street.	<u>Recommendation:</u> No changes in response to this comment.
5	Laura Murr on behalf of the Kortright Hills Community Association	April 2, 2012	<p>Expressed concerns about the designation of lands on Niska Road as "Medium Density Residential" including:</p> <ul style="list-style-type: none"> - negative impacts on residents - traffic problems - economic impacts of growth and increased taxes <p>Questioned why "medium density residential" is proposed for the greenfield area.</p> <p>Questioned how many units would be permitted by the designation on the site.</p> <p>Requested a traffic management plan and environmental assessment prior to any changes in density.</p> <p>Commented that "medium density" does not contribute to a walkable, compact community because it is a fringe site.</p> <p>Concern that higher density will impact the ecological integrity of the Speed River PSW.</p> <p>Asked for assurance that the OP update does not alter or negatively impact the OPA for the Hanlon Creek Business Park as approved by the Ontario Municipal Board.</p>	<p>Increased densities are supported in the greenfield areas of the City to support compact development which contributes toward the achievement of the density targets for the greenfield area. Medium density development in the greenfield area is an efficient use of land and services. Niska Road is a collector road and medium density housing forms are permitted and supported to locate on collector roads. Concerns about traffic and environmental impact would be dealt with through a site specific development application. The Medium Density Residential designation permits a maximum density of 100 units per ha; the number of units permitted would depend on the site area proposed for future development. The actual number of units permitted would be assessed at the time of an application.</p> <p>There have been no changes to the policies for the Hanlon Creek Business Park that would negatively impact the Ontario Municipal Board approval.</p> <p><u>Recommendation:</u> No changes in response to these comments.</p>

	Respondent	Date	Summary of Comments	Staff Response
6	Judy Martin on behalf of the Sierra Club Canada	April 2, 2012	Commented that the draft Official Plan document should include strike-outs of text from the current plan that is to be deleted and indicate by some method the proposed changes. Asked for document explaining the intent behind major changes.	<p>Staff note that the January 30, 2012 draft Official Plan contains comment boxes which indicate whether the policy is existing, revised or reworded. If a policy is not listed in a comment box it has not been carried forward. Staff have outlined the rationale for changes to the Official Plan through reports to Council. These reports are available on the City website at guelph.ca/envisionguelph.</p> <p>Staff also note that a version of the existing Official Plan has been prepared to document which policies have been deleted and which have been carried forward into the OP Update. This is also posted on the City website.</p> <p><u>Recommendation:</u> No changes in response to this comment.</p>

	Respondent	Date	Summary of Comments	Staff Response
7	Hugh Whiteley	April 2, 2012	<p>Requested that:</p> <ul style="list-style-type: none"> - the central focus on Guelph's rivers and river valleys in relation to the linked open space lands and component of Guelph's image be retained in the Official Plan. - the River System Management Plan be retained as a guide for the preparation of plans within river and tributary corridors. - the specific quantified protection for the comprehensively defined open space and environmental corridors along the rivers and tributaries be restored in the Official Plan. - ravines be included in the Official plan listing of valued features to be safeguarded. - the Vision Statement for the Official Plan be rewritten as a guide to the long-term aims of the City. - the background statement of the Official Plan be rewritten to name the demographic and economic challenges to be overcome by the City. 	<p>Policies related to the rivers, river valleys and environmental corridors are incorporated into the Natural Heritage System section of the Official Plan which was approved through OPA 42 and is currently under appeal.</p> <p>The recommendations of the 1993 River Systems Management Plan were incorporated into the Official Plan and Zoning By-law in 1995. The River Systems Management Plan has been superseded by recent planning studies and approvals including OPA 42 and the Trail Master Plan.</p> <p>The Vision Statement has been prepared based on the goals and visions of a number of Council approved directions including the Local Growth Management Strategy, the Community Energy Plan and the Strategic Plan. Staff do not agree with the assertion that the Vision Statement as written does not guide the City over the long-term. Staff do not support the inclusion of background information into the Official Plan. This information has been well documented in reports to Council for the Local Growth Management Strategy.</p> <p><u>Recommendation:</u> Addition of wording in the Parks and Trails section related to linkages with Natural Heritage System where appropriate.</p>

	Respondent	Date	Summary of Comments	Staff Response
8	Mark Cowie on behalf of Industrial Equities Guelph Corporation	February 29, 2012	<p>Concern that the Southgate Business Park will never achieve the employment density of 36 jobs per hectare because it primarily attracts distribution warehouse facilities. Suggests that the Official Plan should encourage warehouse uses.</p> <p>Requests that any job specific targets are removed from the Official Plan and that the OP rely on the combined persons and jobs density from Places to Grow.</p> <p>Expressed concern about policies discouraging high water users from locating in the City as this is a constraint to food industries and manufacturers looking to locate in Guelph.</p>	<p>Refer to detailed response in the staff report related to density targets and high water users. Revisions have been made to the policies for greenfield area density targets to provide clarity that it is a long-term target and not a required density for each site.</p> <p><u>Recommendation</u>: Policy revisions.</p>

	Respondent	Date	Summary of Comments	Staff Response
9	Marc Kemerer Blaney McMurtry Barristers & Solicitors on behalf of Cooper Construction Limited	March 8, 2012 and April 11, 2012	<p>Concerned with the policy that directs warehouse uses to locate within the built-up area (9.5.2.3). Requests that warehouse uses be directed to greenfield areas.</p> <p>Concerned that greenfield area density targets for employment lands are arbitrary and unrealistic. Request that all policies related to density targets for employment lands be deleted.</p> <p>Concerned that district energy system policies would be a disadvantage for Cooper Construction.</p> <p>Concerned that policies will restrict users that require water from locating in the City.</p> <p>State that parking policies related to minimizing surface parking are not appropriate for greenfield areas.</p> <p>Requests that policies requiring sidewalks in employment areas be deleted.</p> <p>Suggests that height related policies be set out in metres.</p> <p>☐</p>	<p>Refer to detailed response in the staff report related to density targets and high water users. Revisions have been made to the policies for greenfield area density targets to provide clarity that it is a long-term target and not a required density for each site. The density targets are recommendations from the Employment Lands Strategy Phase 2.</p> <p>The district energy system policies are support and encourage policies and clearly state that the feasibility of a system would have to be demonstrated in conjunction with partners.</p> <p>Parking policies have been modified and moved to the Urban Design section.</p> <p>Sidewalks are required in all areas to support walkability, transit use and integrated development.</p> <p>Building height policies have been revised to remove minimum height as a requirement and moved to the Urban Design section.</p> <p><u>Recommendation:</u> Policy revisions.</p>

	Respondent	Date	Summary of Comments	Staff Response
10	Chris Pidgeon GSP Group Inc on behalf of Abode Varsity Living	March 5, 2012	Opposed to the change in designation from "General Residential" to "Low Density Residential". State that it represents a down-designation of the property that directly conflicts with the existing policies that encourage intensification on their property at 716 Gordon Street.	<p>The "General Residential" designation has been modified from the current Official Plan and split into two designations: Low Density Residential and Low Density Greenfield Residential. The maximum densities for these designations has been reduced from the current Official Plan to reflect a gradient in residential densities from low to high based on the designation. The designation of the subject property in the 2012 Official Plan is the residential designation that corresponds with the property's existing designation and its location within the built-up area of the City. The property is the subject of an Ontario Municipal Board hearing. OMB decision will determine future land use permissions.</p> <p><u>Recommendation</u>: No changes in response to this comment.</p>

	Respondent	Date	Summary of Comments	Staff Response
11	Blake Mills	March 23, 2012	<p>Suggests that the following areas of the Official Plan be modified:</p> <ul style="list-style-type: none"> - water usage as an obstacle to attracting industry; - references to pattern and design of streets, facilitating bike lanes and trails, and requirement for sidewalks; - height of building policy of 2 storeys is not appropriate for industrial buildings; - allowing warehousing in Greenfield areas; - wording related to reuse of residual heat energy or water should be qualified to be done if it is cost-effective to the business. 	<p>Refer to staff report for the response to the high water usage comment.</p> <p>The policy for design of streets including trails and sidewalks continues to be supported by staff. This policy supports walkable, transit supportive and integrated development.</p> <p>The building height policy has been deleted from the land use designation. Policies related to building heights have been added to the Urban Design chapter and encourage a minimum height in particular locations.</p> <p>Warehousing is a permitted use in the Industrial designation throughout the City.</p> <p>The policy related to reuse of residual heat and water is an encourage policy not a requirement.</p> <p><u>Recommendation:</u> Minor policy revisions.</p>

	Respondent	Date	Summary of Comments	Staff Response
12	Astrid Clos on behalf of Springfield Golf and Country Club	March 27, 2012	<p>Request that the golf course be removed from the area identified as having archaeological potential on basis that it has been entirely disturbed during grading for the golf course.</p> <p>Request for a site-specific policy stating that the golf course use is an interim use and that the conversion of the property to a residential use is anticipated.</p> <p>Request that the property be designated as "Low Density Greenfield Residential".</p> <p>Request that the Clair-Maltby lands be included in Stage 3 of the Staging of Development Schedule.</p> <p>Commented that the Clair-Maltby lands should be a priority for the City to expedite development.</p> <p>Request that identified trail location on the Trail Network schedule be moved to the east to follow natural heritage features on the property.</p>	<p>The "Areas of Potential Archaeological Resources" Schedule has been removed from the Official Plan. However, in accordance with Official Plan policies and Provincial regulations, an archaeological assessment may be required at the time of a development application.</p> <p>It is premature to determine future land uses for this property through site-specific policies in the Official Plan. The secondary plan for the Clair-Maltby area will comprehensively review land use designations.</p> <p>The Clair-Maltby lands do not fit within Stage 3 of the Staging of Development Schedule because Stage 3 and Stage 4 are geographic stages and Stage 3 is specific to the Guelph Innovation District. Description of Stage 4 has been modified to indicate that it is area based.</p> <p>It is acknowledged that the Secondary Plan is an upcoming work plan priority, the specific timing for undertaking the secondary plan is determined through the Capital Budget process.</p> <p>The trail locations on Schedule 8 may be modified without amendment to the Schedule provided connectivity of the trail network is maintained. The actual final location of the trail would be determined through the Secondary Plan or future development applications.</p> <p><u>Recommendation:</u> No changes in response to these comments.</p>

	Respondent	Date	Summary of Comments	Staff Response
13	<p>Hugh Handy GSP Group Inc. On behalf of Estate of Valeriote 1968 Trust 1968-1992 Gordon Street</p>	<p>March 30, 2012</p>	<p>Concern that the lands were designated "General Residential" and "Core Greenlands" in the current Official Plan and are now proposed to have only a few pockets of land designated "Low Density Residential" with the remainder designated as "Significant Natural Area".</p> <p>Concern that the requirement for a Secondary Plan for the Clair-Maltby area is a significant policy shift that impacts on the policy permissions currently provided to the site.</p> <p>Suggest that the "Medium Density Residential" designation may be more appropriate for the developable portions of the property given the density permissions provided under the existing "General Residential" designation.</p> <p>Request flexibility with alignment of a future trail through future planning approvals because the identified location on the Trail Network Schedule directly impacts the developable areas of the site.</p>	<p>This property is subject to the Ontario Municipal Board hearing for OPA 42 in terms of the Significant Natural Area designation.</p> <p>Future land use designations, other than the Significant Natural Areas designation, will be determined through the Secondary Planning Process.</p> <p>Staff note that one of the reasons for the Secondary Plan is the need to comprehensively review and plan for servicing south of Clair Road. The provision of servicing is a precursor to development and thus the study requirements are not considered to be a significant policy shift.</p> <p>Staff note that the trail network on Schedule 8 may be modified without amendment to the Schedule provided that connectivity in the trail network is maintained. The final location of a trail would be determined through the Secondary Plan or a development application.</p> <p><u>Recommendation:</u> No changes in response to this comment.</p>

	Respondent	Date	Summary of Comments	Staff Response
14	Hugh Handy GSP Group Inc. On behalf of 2274237 Ontario Inc. 1291 Gordon Street	March 30, 2012	Notes that the site has site-specific zoning which permits a height of 7 storeys. Question about Schedule 2 which shows a small triangle of land designated "Low Density Residential" at Arkell Road and Gordon; is this an error?	<p>The existing land use permissions provided by the approved zoning for this property are not affected by the proposed Official Plan designation and associated policies.</p> <p>Staff confirm that there is a mapping error at Arkell and Gordon Street related to a small triangular shaped parcel. The parcel was erroneously designated "Low Density Residential". The designation of the parcel has been modified to place it within the adjacent land use designations ("Neighbourhood Commercial" and "Medium Density Residential") as appropriate.</p> <p><u>Recommendation:</u> Revision to mapping.</p>
15	Hugh Handy GSP Group Inc. On behalf of 2274237 Ontario Inc. Properties south of Arkell Road, west side of Gordon Street	March 30, 2012	<p>Question about how the commercial floor area permissions for the Neighbourhood Commercial Centre would be distributed amongst the properties.</p> <p>Question about permissions for residential densities in the Neighbourhood Commercial Centre designations.</p> <p>Question about what the maximum permitted gross floor area applies to.</p> <p>Question about maximum permitted height of 6 storeys when adjacent property has site specific zoning that permits 7 storeys.</p>	<p>Intent is that the properties in question would be consolidated and developed as one commercial development. The gross floor area applies to commercial uses and it applies to all of the properties that are contiguous within the designation. Residential is permitted in a mixed-use building, not as a free-standing building so there are no density requirements in the Official Plan.</p> <p>The maximum permitted height is a new policy to the Official Plan. Sites that have existing zoning with different height permissions may proceed under their approved zoning regulations. However, development that requires a zoning amendment would have to comply with the Official Plan.</p> <p><u>Recommendation:</u> No changes in response to these comments.</p>

	Respondent	Date	Summary of Comments	Staff Response
16	Hugh Handy GSP Group Inc. On behalf of Acorn Developments 331 Clair Road	March 30, 2012	<p>Concern about the property being included in the secondary planning area south of Clair Road.</p> <p>Questions the need to differentiate density requirements between the Low Density Residential and Low Density Greenfield Residential designations.</p> <p>Request that policies similar to the existing OP policies which provide consideration for an OPA for properties such as 331 Clair Road be included in the Draft OP. Alternatively, request that the site be designated "Medium Density Residential" through OPA 48.</p>	<p>The property is included in the Secondary Planning Area because its designation is Reserve Lands which does not permit development without a study to determine its future land use.</p> <p>The low density residential designation is split into two designations to distinguish between the built-up and greenfield areas of the city. The minimum density target applies to the greenfield area therefore the density permissions within the Low Density Greenfield Residential designation are different, in part, to support achievement of this target.</p> <p>Staff do not support including policies allowing development to proceed ahead of the Secondary Plan process if certain conditions are met.</p> <p>Site specific land use designation changes are not supported in the OP Update and are to be dealt with through site specific Official Plan Amendments to allow for a full public process.</p> <p><u>Recommendation:</u> No changes in response to these comments.</p>

	Respondent	Date	Summary of Comments	Staff Response
17	Hugh Handy GSP Group Inc. On behalf of 6&7 Developments Ltd. 11 Woodlawn Road W.	March 30, 2012	<p>Questioning the definition of "urban village".</p> <p>Asking for confirmation that any "concept plan" for the site would reflect the site layout of the approved site plan.</p> <p>Concern that the proposed wording related to residential uses in the Community Mixed-use Centres is prescriptive in requiring residential uses.</p> <p>Asking for confirmation about the intention of "main street" type development for their site.</p> <p>Question about the intention and purpose of including urban squares and open space as uses within the Community Mixed-use Centre designation.</p> <p>Concern about the meaning of the minimum height of 2 storeys. Suggest that the policy should be revised to state "appearance of 2 storeys."</p>	<p>A description of urban village is contained within the Community Mixed-use Node policies in Chapter 3. The policies for concept plans are included in Ch. 3 and indicate that the concept plans are for new major development proposals and should address linkages and transition to surrounding properties (i.e., identified through approved site plans or existing development). Wording related to residential permissions has been revised to clarify that it is not a required use.</p> <p>Main Street type development would be determined through concept plans for new major development within the Community Mixed-use Node and therefore is not required on each individual site within the Node. Urban Squares are a permitted use within the Community Mixed-use Centre designation; in private developments they could include restaurant patio areas, transit stop areas, open space between buildings, etc.</p> <p>The policy for minimum heights has been revised, it has been removed from the land use designation and placed in the Urban Design Policies as an encourage policy.</p> <p><u>Recommendation:</u> Revisions to policies.</p>

	Respondent	Date	Summary of Comments	Staff Response
18	Hugh Handy GSP Group Inc. 9 Valley Road 1242 and 1250 Gordon Street	March 30, 2012	<p>Question the height and density limitations of the "High Density Residential" designation. Suggest that additional height and density (than what is permitted within the High Density Residential designation) is warranted for the site given that it is within the Intensification Corridor on Gordon Street.</p> <p>Concern about the built form policies for high rise buildings that suggest limitation of floor plate sizes above 5 floors and that parking would be located primarily underground.</p> <p>Asking for confirmation of the land use designation for 9 Valley Road.</p>	<p>Additional height and density is permitted through a bonusing by-law.</p> <p>Built-form policies for high-rise buildings are encourage policies; details would be determined through site plan approval and based on circumstances of the property and proposed development.</p> <p>In terms of the land use designation for 9 Valley Road; generally, the High Density Residential designation applies to properties with frontage onto Gordon Street in this area. 9 Valley Road is within the Low Density Residential designation.</p> <p><u>Recommendation</u>: No changes in response to this comment.</p>

	Respondent	Date	Summary of Comments	Staff Response
19	Steven Zakem Aird & Berlis LLP on behalf of Silvercreek Guelph Developments Limited	March 28, 2012	<p>Policies 3.16 and 4: suggest that OPA 48 ought to reflect the ultimate disposition of the appeals with respect to OPA 42.</p> <p>Suggest that the policies related to the encouragement of structured and underground parking should be balanced with economic considerations.</p> <p>Policies for Community Mixed-use Centres should permit rather than require residential uses.</p> <p>Request that townhouses be set out as a permitted use in the Community Mixed-use Centre designation.</p> <p>Concerns with Policy 9.4.2.6 for Community Mixed-use Centres; indicates that the proposed main street development policies are not attainable or feasible and that the requirement of these types of features reduces the value of the land.</p> <p>Questions why the gross floor area maximum for the Community Mixed-use Centres at Woodlawn/Woolwich and Paisley/Imperial have increased substantially from the current Official Plan.</p> <p>Suggests that the maximum net density in policy 9.4.2.19 is inconsistent with permitting townhouse units in Community Mixed-use Centres.</p> <p>States that minimizing the amount of surface parking in CMUC's may not be realistic or achievable.</p> <p>Requests that OPA 48 be revised to reflect their current application for an OP Amendment for their site.</p>	<p>Staff note that the outcome of the appeals to OPA 42 will be incorporated into the Official Plan.</p> <p>Staff note that the parking policies are encouragement policies not a requirement.</p> <p>The policies for Community Mixed-use Centres have been revised to be clear that residential is a permitted not a required use.</p> <p>Townhouses are inconsistent with the policy direction for CMUCs; the primary function is commercial with permissions for residential in high density forms or mixed-use buildings. References to medium density within the CMUC designation have been deleted.</p> <p>The policies for main street type development are for the overall Community Mixed-use Node and appropriate locations are to be identified through concept plans for the Nodes. Staff are supportive of main street development as part of creating walkable, mixed-use areas in a compact form.</p> <p>The gross floor area maximums for the CMUCs have been modified from the current OP in terms of description only. The current OP refers to "new" retail which did not include existing buildings. OPA 48 changes the language to "total" and is consistent with the maximum floor area permissions approved through the Commercial Policy Review.</p> <p>(continued on next page)</p>

	Respondent	Date	Summary of Comments	Staff Response
	Steven Zakem Aird & Berlis LLP on behalf of Silvercreek Guelph Developments Limited (continued)			<p>New parking policies have been added related to considering reducing required parking in the Zoning By-law.</p> <p>Site specific amendments are outside of the scope of OPA 48. The application submitted by Silvercreek Guelph Developments will be assessed through the public process under the Planning Act.</p> <p><u>Recommendation:</u> Policy revisions for Community Mixed-use Nodes and Community Mixed-use Centres.</p>
20	Tom Krizan Thomasfield Homes Limited 99 Maltby Road	March 28, 2012	<p>Comment that the Clair-Maltby lands should be a priority for the City to expedite for development. Request that the Clair-Maltby lands be included in Stage 3 on Schedule 6 and that the City make the Secondary Plan for this area a priority.</p> <p>Concerned that the Staging of Development policies proposes a dramatic change for the Clair-Maltby lands.</p> <p>Suggests that there is a shortfall in available greenfield lands to meet the Places to Grow density target and that the "Reserve Lands" are required to meet the target by 2031.</p>	<p>Staff acknowledge that the secondary plan is a work plan priority and that the specific timing is determined through the Capital Budget process.</p> <p>Stage 3 and Stage 4 of the Staging of Development policies are geographic in nature; the Maltby Road lands do not fall within the boundaries of the Stage 3 Secondary Planning area. The Stage 4 policies have been modified to indicate the geographic area that Stage 4 applies to.</p> <p>The Local Growth Management Strategy and the approval of OPA 39 confirmed that there is sufficient land available within the City's boundary to meet the population and employment projections to 2031. Refer to Staff Report for more information about this topic.</p> <p><u>Recommendation:</u> Revision to policy for Staging of Development.</p>

	Respondent	Date	Summary of Comments	Staff Response
21	Jonathon Rodger Zelinka Priamo Ltd on behalf of Loblaw Properties Limited	March 29, 2012	<p>Request for wording related to flexibility or recognition that the policies will be implemented and transitioned over the long term. Request for wording related to existing approved developments being deemed to conform to the Official Plan. Concern that wording for the Community Mixed-use Centres requires commercial retail uses to be accommodated only within mixed-use buildings.</p> <p>Concern over the requirement for Concept Plans for Mixed-use Nodes and how they will be implemented.</p> <p>State the wording for "Main Street" development is unclear because there is no definition for Main Street.</p> <p>Request for a definition of "municipal services".</p> <p>Suggest that policy 8.2.10 be revised to state "new development is encouraged to be designed...".</p> <p>Concerned with wording of policy 8.3.6 and its flexibility.</p> <p>Concerned that design policies for drive-throughs and service stations are not flexible.</p> <p>Expressed concerns with the Community Mixed-use Centre policies and flexibility afforded by the policies.</p> <p>Expressed concern with policy for a minimum height of 2 storeys for buildings fronting onto arterial and collector roads in commercial designations.</p> <p>Asked a number of questions about how the policies may be implemented for various sites.</p>	<p>There are policies within the Community Mixed-use Node section of Chapter 3 that address the long-term nature of the development of the Nodes.</p> <p>The policies encourage and allow for mixed-use buildings within the CMUCs but do not require them. Concept plans are for new major development within the Nodes and are intended to guide development application approvals.</p> <p>The Main Street concept is generally described in the policies; it will have differences in meaning depending on its location and context.</p> <p>A definition of municipal services is not required. Policy 6.1.3 describes what it means.</p> <p>Staff do not propose any modifications to Policy 8.2.10 because the policy provides examples of strategies to achieve pedestrian-oriented streetscapes.</p> <p>Policy 8.3.6 has been modified and is focused on maintaining public vistas which is a defined term.</p> <p>The design policies for drive-throughs and service stations are intended to provide guidance to the review of development applications and to zoning regulations.</p> <p>(continued on the next page)</p>

Respondent	Date	Summary of Comments	Staff Response
Jonathon Rodger Zelinka Priamo Ltd on behalf of Loblaw Properties Limited (continued)			<p>Generally, the Community Mixed-use Centre policies provide permissions, the policies related to height, building placements and parking have been modified to address the concern about flexibility.</p> <p>Many of the concerns are related to implementation of the policies through site plan applications. Staff cannot address potential development scenarios given that a number of the policies in question are encouragement rather than prescriptive and each application will have unique characteristics that affect how the policies would be applied.</p> <p><u>Recommendation</u>: Policy revisions to address comments.</p>

	Respondent	Date	Summary of Comments	Staff Response
22	Larry Kotseff Fusion Homes	March 30, 2012	<p>Expressed concerns with:</p> <ul style="list-style-type: none"> - ability of urban boundary to accommodate population and employment targets - affordable housing target directed to new developments - urban design policies that limit ability to brand new communities - approval of secondary plans could raise conformity issues with the Official Plan - density provisions limiting the consideration of development in secondary plan areas - proposed Chapter 4 policies seem overly onerous to an applicant when provincial and conservation authority regulations prevail - underground parking policies for high rise buildings need to be practical in terms of cost - policies that discourage private roads considering they are needed for condominium developments - parkland dedication requirements should include open space area, linkage and urban squares - lands at the southeast corner of Stone Rd E and Victoria Rd S should be designated as "Mixed Use". <p>Suggest that prescriptive policies should be left to zoning and site plan stages.</p>	<p>The accommodation of population and employment projections within the Urban Boundary was determined through the approval of OPA 39.</p> <p>Affordable housing policies are directed at new development because the City has no control over the existing housing stock.</p> <p>The urban design policies are not intended to limit the ability to brand new communities, rather they provide examples of preferred methods for establishing gateways to new communities.</p> <p>Staff generally try to ensure that there are no fundamental conflicts between city-wide policies and secondary plan policies, however in case of policy differences, the area specific policies prevail. For example, density provisions in a Secondary Plan prevail over density provisions in the Official Plan.</p> <p>Chapter 4 policies are for the most part under appeal through OPA 42. The policies related to flood plains and hazard lands are required in the Official Plan to address land use permissions in this regard and to be consistent with the PPS and provincial regulations and guidelines including conservation authority regulations and guidelines. (continued on next page)</p>

Respondent	Date	Summary of Comments	Staff Response
Larry Kotseff Fusion Homes (continued)			<p>Underground parking policies in the Official Plan are supported to reduce dependency on surface parking. Policies are not intended to discourage private roads for cluster townhouse developments.</p> <p>Parkland dedication requirements address the features in question but the determination of what would be agreed upon as parkland dedication is determined through development applications.</p> <p>Requests for site-specific land use designation changes are beyond the scope of the Official Plan Update. The subject lands are included within a secondary plan area which will determine their appropriate future land use.</p> <p>A number of prescriptive policies have been modified however, staff continue to support the retention of some prescriptive policies that support achievement of the objectives of the Official Plan and provide direction to zoning and site plan approvals.</p> <p><u>Recommendation:</u> No changes in response to these comments.</p>

	Respondent	Date	Summary of Comments	Staff Response
23	Glenn Anderson Guelph & District Homebuilders Association	March 30, 2012	<p>Suggest removal of the policy (4.7.4.1) related to achievement of an improvement of 1.5% over the Building Code energy efficiency requirements because it cannot be regulated or implemented by the Building Department.</p> <p>Questions how a private road would be designed for public access (policy 5.6.3).</p> <p>Suggests amendment to policy 6.6.3 which states that gravity fed sanitary sewers are required. Suggests that the words "where possible" be added.</p> <p>Suggests removal of the affordable housing target for 3% rental units because the City cannot control or regulate the tenure of housing.</p> <p>Asks for revision to the Official Plan to make the Clair-Maltby Secondary Plan a high priority for the City.</p>	<p>Policy related to the Building Code and energy efficiency is included as support to the achievement of the Community Energy Plan.</p> <p>Private roads which allow unrestricted access (i.e., no physical barriers) would be considered to allow public access.</p> <p>Staff are supportive of the policy related to gravity fed sanitary sewers and do not propose any changes.</p> <p>The breakdown of the affordable housing target into rental and owner is intended to reflect the need for these types of housing. It is acknowledged that the City cannot regulate tenure. The policy will be used to encourage the development of rental units.</p> <p>The Secondary Plan for Clair-Maltby is an upcoming work plan priority and the specific timing is determined by the Capital Budget process.</p> <p><u>Recommendation:</u> No changes in response to these comments.</p>

	Respondent	Date	Summary of Comments	Staff Response
24	Alfred Artinger Guelph and Wellington Development Association	March 30, 2012	<p>Expressed concerns with population projections.</p> <p>Requested that the secondary plan for the Clair-Maltby area be made a priority.</p> <p>Stated that the affordable housing target should be removed from Official Plan until the Housing Strategy is complete.</p> <p>Urban design policies should be re-evaluated based on timing of implementation.</p> <p>Asked for revisions to mixed-use policies to support transit and walkability.</p> <p>Suggested inclusion of a definition of "steep slope" and questions what makes a slope significant.</p> <p>Asking for clarification as to why land uses would be restricted on or adjacent to land fill constraint areas.</p> <p>Concerned with policies that direct the City to establish policies.</p> <p>Questions about heritage trees.</p> <p>Requested new OP policy about traffic signals and speed limits.</p> <p>Question about the addition of policies for vibration studies.</p>	<p>Population projections and associated policies were approved through OPA 39.</p> <p>The Secondary Plan for Clair-Maltby is an upcoming work plan priority and the specific timing is determined by the Capital Budget process.</p> <p>The inclusion of an affordable housing target is a requirement of the Province for the Official Plan update and the specific target is based on the City's 2009 Affordable Housing Discussion Paper.</p> <p>Timing of consideration of urban design in the application process is based on the need for sufficient information to assess the merits of an application.</p> <p>The intent of the mixed-use policies is to support transit and walkability.</p> <p>Steep slope would be determined through individual development applications.</p> <p>Land uses are restricted on or adjacent to land fills due to contamination risks.</p> <p>Heritage tree policies are in accordance with the Ontario Heritage Act.</p> <p>The OP does not contain policies related to operational functions such as traffic lights and speed limits.</p> <p>(continued on next page)</p>

Respondent	Date	Summary of Comments	Staff Response
<p>Alfred Artinger Guelph and Wellington Development Association (continued)</p>		<p>Requested that linkages between parks be included in the parkland dedication requirements.</p> <p>Expressed concern that development projects are held up at the zoning stage by urban design details that should be dealt with at site plan.</p> <p>Requested that urban squares be included in parkland dedication.</p> <p>Requested recognition of noise wall requirements in policy 8.4.8.</p> <p>Concerned that policy restricting gated communities would also restrict condominium developments.</p> <p>Suggested that "live/work and residential" uses not be included as permitted uses in the Commercial and Mixed-use designations.</p> <p>Concerned about site-specific zoning being too restrictive.</p> <p>Expressed that the policies for "main street" type development should be removed from the Official Plan because they cannot be implemented and are therefore not good public policy.</p> <p>Requested removal of policy requiring minimum height of 2 storeys of usable space.</p> <p>Concerned about density requirements for residential within Community Mixed-use Centres and medium density as a permitted use.</p> <p>Concerned about policies that encourage underground and structured parking because this type of parking is expensive.</p>	<p>Vibration policies are not new to the Official Plan; they have been modified slightly from the current OP.</p> <p>Determination of what lands would be taken as part of parkland dedication would be determined through a development application.</p> <p>Requirements for information about urban design at the zoning stage is related to City operational procedures and Council direction.</p> <p>Urban squares could be considered as part of parkland dedication depending on ownership and context.</p> <p>Policy 8.4.8 has been revised to remove references to walls in response to these comments.</p> <p>A range of uses is permitted in the Commercial and Mixed-use designations including live/work and residential. Staff continue to support the mixed-use nature of these designations and residential uses are not required or mandatory.</p> <p>Site specific zoning is related to individual development applications. Need for regulations is determined through a development application.</p> <p>Staff are supportive of Main Street type development in terms of providing pedestrian-oriented, mixed-use, walkable communities. These policies may be implemented through site specific development approvals as guided by Concept Plans.</p> <p>Alternative forms of parking are encouraged to reduce the amount of land being consumed by surface parking.</p> <p>(Continued on next page)</p>

	Respondent	Date	Summary of Comments	Staff Response
	Alfred Artinger Guelph and Wellington Development Association (continued)		Suggested that warehousing should be directed to the greenfield area. Suggested that the proposed density target for industrial lands is not achievable and should be deleted. Requested change in designation for lands south of Clair Road from "Reserve Lands" to "Special Study Area".	Warehousing is a permitted use in the Industrial designation within the greenfield area. Refer to the staff report for the staff response to the greenfield density target concerns. A change in land use designation from Reserve Lands to Special Study Area would not alter the timing or requirement for a Secondary Plan. <u>Recommendation:</u> Policy revisions to address comments as appropriate.
25	Nikolas Papapetrou Kilmer Brownfield Management Limited	April 2, 2012	Provided suggestions for modifications to wording for Section 4.4.4 Potentially Contaminated Properties. Asks for clarification on Policy 4.4.4.7 as to the circumstances that would lead to City staff determining that a peer review of an Environmental Site Assessment would be required.	Appreciate the comments. Staff note that the policies in the Official Plan often refer to Provincial regulations in general terms rather than to specific regulations. Staff note that the need for a peer review would be dependent upon the issues and staff expertise related to those issues. <u>Recommendation:</u> No changes in response to these comments.

	Respondent	Date	Summary of Comments	Staff Response
26	Keith MacKinnon KLM Planning Partners Inc. on behalf of Guelph Watson 5-3 Inc.	April 2, 2012	<p>Concerned that their site is proposed to have three designations.</p> <p>Concerned that the maximum retail floor space permitted for the Watson/Starwood Node cannot be achieved and are in conflict with the "High Density Residential" designation proposed for the area.</p> <p>State that "High Density Residential" is not appropriate for this site.</p> <p>Request that their lands be designated "Community Mixed-use Centre" and that the residential density for that designation be changed to a range of 50 units/ha to 150 units/ha.</p> <p>Request that height limitations be removed from the Official Plan.</p>	<p>A site specific application including an Official Plan Amendment has been submitted for the subject property. The ultimate land use designation for this property will be determined based on Council's decision on that application. Staff continue to support a range of uses for the property including a mix of commercial and residential.</p> <p>The gross floor area permissions for commercial uses within the Community Mixed-use Centre designation were determined through OPA 29 and were based on projected need to the year 2021.</p> <p>Staff do not support the proposed density range for residential uses because the primary use within this designation is commercial. References to medium density within the CMUCs has been deleted from the Plan. Staff continue to support height limitations for a variety of uses within the Official Plan. The minimum height requirement for commercial properties has been revised and is now an urban design policy.</p> <p><u>Recommendation:</u> Modifications to the land use designation for this property to be determined through current development application for this property.</p>

	Respondent	Date	Summary of Comments	Staff Response
27	Wendy Nott Walker, Nott, Dragicevic Associates Limited on behalf of Armel Corporation	April 2, 2012	<p>Suggest additional policies in Chapter 3 for the Mixed Use Nodes to clarify the policy intent of the nodes relative to the "Community Mixed-use Centre" designation. Suggest that there should be some flexibility to recognize the degree of build-out of the Mixed-use Nodes. Suggest that references to urban squares be moved to the Mixed-use Node.</p> <p>Suggest modifications to policies for the CMUC that are prescriptively regulatory to delete or modify them (e.g. height, parking, store front widths, building massing).</p> <p>Comments related to schedules include:</p> <ul style="list-style-type: none"> - Schedule 8: existing trail linkage should be shown from Silvercreek to Greengate - Schedule 2: Natural Heritage System at westerly edge of city south of Paisley Road should be clarified - alignment and closure of Whitelaw Road: suggest removal from schedules because no formal approval has occurred. 	<p>Staff agree that there is a lack of clarity between the Community Mixed-use Nodes and Community Mixed-use Centres. The policies have been modified to address this concern.</p> <p>Urban squares are a permitted use in the CMUCs therefore, they are referenced in both the Nodes and the Centres.</p> <p>Policies for the Community Mixed-use Centres related to minimum height and parking have been modified and moved to Chapter 8 Urban Design.</p> <p>Schedule 8 does not display the trail in question because the trail has not been built.</p> <p>Schedule 2 includes the Natural Heritage System for context only; the Natural Heritage System policies are currently under appeal to the Ontario Municipal Board. The potential alignment of Whitelaw Road has been removed from the Schedules because the need for a realignment has not been finalized.</p> <p><u>Recommendation:</u> Policy revisions to Chapter 3, 8 and 9 in response to these comments. Schedules modified to remove realignment of Whitelaw Road.</p>
28	Shelley Kaufman Turkstra Mazza on behalf of Garibaldi Holdings Limited	April 2, 2012	Request change in designation for their entire property from "Significant Natural Area" and "Natural Area" to "Industrial".	<p>This request is outside of the scope of Phase 3 of the Official Plan update. The designation in question is the subject of an Ontario Municipal Board hearing (OMB 42).</p> <p><u>Recommendation:</u> No changes in response to this comment.</p>

	Respondent	Date	Summary of Comments	Staff Response
29	Dwayne Evans Ministry of Municipal Affairs and Housing	March 21, 2012	<p>Comments from Ministry of Infrastructure:</p> <ul style="list-style-type: none"> - suggest that modes of transportation by identified that will serve as a linkage - suggestion to consider providing further direction with respect to development in the vicinity of existing transportation facilities - suggestion to include two parking policies related to shared parking arrangements and redevelopment/retrofitting of surface parking areas - add policy related to separate dedicated space for cyclists - modify definitions for affordable housing, built-up area and settlement area. 	<p>Generally, the transportation policies as a whole indicate support for multi-modal transportation systems throughout the city.</p> <p>Schedule 2 designates land within the vicinity of existing transportation facilities to appropriate land uses as per the Growth Plan.</p> <p>Parking policies have been added.</p> <p>Dedicated space for cyclists is included in policies in Section 5.4.</p> <p><u>Recommendation</u>: Policies modified to incorporate comments from the Ministry of Infrastructure.</p>
29	Dwayne Evans Ministry of Municipal Affairs and Housing	March 21, 2012	<p>Comments from Ministry of Transportation:</p> <ul style="list-style-type: none"> - request that the interchange at the Laird Road intersection with Highway 6 be shown on all land use schedules. - Suggest revising Schedule 5 to show results of approved Environmental Assessment for Highway 6 as it affects lands adjacent to the highway and future interchanges. - suggest that the location of future interchanges on Highway 6 be included on all land use Schedules. <p>Recommendation for inclusion of a policy in Section 5 or Section 9 stating that "...all proposed development located adjacent to and in the vicinity of a provincial highway within MTO's permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. ..."</p> <p>Suggest that roads on Schedule 7 should be labelled and that the legend be modified to display Highway 6 as "Provincial Highway".</p>	<p><u>Recommendation</u>: Policies and schedules modified as appropriate to incorporate comments from the Ministry of Transportation.</p>

	Respondent	Date	Summary of Comments	Staff Response
29	Dwayne Evans Ministry of Municipal Affairs and Housing	March 21, 2012	Comments from Ministry of Tourism, Culture and Sport: <ul style="list-style-type: none"> - suggests stronger language for some policies rather than using the word "encourage"; - suggests clarification for policies related to disposal or use of demolished cultural heritage resources; - recommends changing the word "prehistoric" in policy 4.8.6.1 to "precontact"; - recommends that 4.8.6.4 v. be deleted because it may conflict with archaeological licensing requirements; - suggests that the policies related to transportation, infrastructure and urban design address consistency with Section 2.6 of the Provincial Policy Statement or that a cross-reference to Cultural Heritage Policies be added to Sections 5, 6 and 7 of the Official Plan. 	<u>Recommendation</u> : Policies modified as appropriate to incorporate comments from the Ministry of Tourism, Culture and Sport.
29	Dwayne Evans Ministry of Municipal Affairs and Housing	March 21, 2012	Comments from Ministry of the Environment: <ul style="list-style-type: none"> - recommends a modification to policy 4.4.3.2 under Landfill Constraint Area; - Suggests inclusion of a reference to the regulatory requirements for public transit related projects be included in the Official Plan. 	<u>Recommendation</u> : Policies modified as appropriate to incorporate comments from the Ministry of the Environment.

	Respondent	Date	Summary of Comments	Staff Response
29	Dwayne Evans Ministry of Municipal Affairs and Housing	March 21, 2012	<p>Comments from Ministry of Municipal Affairs and Housing:</p> <ul style="list-style-type: none"> - questions potential for appeals to the Ontario Municipal Board based on priority setting in the Development Priorities Plan. - Notes that the Clean Water Act does not identify the extraction of mineral aggregates in source water protection areas as a significant threat. - suggests deletion of the wording related to "handling" in policy 4.3.3.1 iv - Question about how the City would encourage the development of social housing since the County is the service manager - suggestion to include a policy related to editorial changes to the Official Plan being made without need for an Official Plan Amendment 	<p>Staff note that the Development Priorities Plan is developed in consultation with development proponents and there is flexibility in the Plan to allow projects to move forward.</p> <p><u>Recommendation:</u> Policies modified as appropriate to incorporate comments from the Ministry of Municipal Affairs and Housing.</p>

	Respondent	Date	Summary of Comments	Staff Response
30	Dwayne Evans Ministry of Municipal Affairs and Housing		<p>Comments from Ministry of Natural Resources:</p> <ul style="list-style-type: none"> - recommends revisions to Mineral Aggregate Resource policies. - asking for clarification about source protection policies. - questioned what would constitute "potential" groundwater or drinking water source. 	<p>Staff note that the Source Protection Policies in OPA 48 are for the most part carried forward from the current Official Plan. The intent is that the policies would be updated through a subsequent amendment to the Official Plan following the completion and approval of the Source Protection Plan for the Lake Erie Region. Staff note that potential groundwater or drinking water sources would be determined through City study such as the Water Supply Master Plan.</p> <p>The policy related to the prohibition of asphalt and concrete plants in the City is an existing OP policy and staff do not intend to modify it. The policies related to permissions for these types of uses (i.e., portable asphalt and concrete) in the PPS have been included in the OP.</p> <p><u>Recommendation</u>: Policies modified as appropriate to incorporate comments from the Ministry of Natural Resources.</p>

From: Elizabeth Snell
Sent: March 8, 2012 1:50 PM
To: Michelle Mercier
Subject: Envision Guelph

I am a board member of Transition Guelph <http://transitionguelph.org/>. A couple of years ago a large group of interested Transition Guelph members compiled their vision for Guelph in 2030. Given the 2031 timeline of Envision Guelph, I thought you might be interested in the summary page - please see attached - as a form of public input representing the approximately 50 people who participated in the exercise (Transition Guelph members/contacts number in the many hundreds).

I appreciated the chance to review the Envision Guelph material at City Hall this week. It seems to me that the general direction is toward the Transition Guelph vision.

Best wishes with the next steps.
Elizabeth Snell

Transition Guelph – Assembled Hopes for Guelph in 2030: DRAFT

In 2030, Guelph will be a community of dense, diverse, largely self-contained neighbourhoods connected by healthy natural corridors with clear, free-flowing streams. Everyone will live near community gardens and communal play areas. Rain runoff will approach natural rates, largely soaked up by green roofs, street trees, gardens and permeable street surfaces.

Vegetable gardens will be numerous, replacing lawns and sprouting in schoolyards. University lands will be operating farms. Fruit and nut trees will be widespread. Cold frames will be common. Some livestock and bee-keeping will be permitted. Bustling neighbourhood and central markets will be open daily. Permaculture methods will be popular; local food processing will proliferate.

Buildings – many attached - will be energy-self-sufficient and often energy-producing. Solar energy - passive, solar thermal, solar PV – will be extensively used along with highly effective insulation. Where appropriate, wind, water-power, ethanol and geo-thermal energy will be tapped and community energy sharing organized. Grey water systems will be routine. Affordable housing will be plentiful and big box stores will be transformed into community spaces.

Local business will flourish throughout the city, providing meaningful work for all. Many transactions will use local currency. The proximity of work and play will leave little need for distant travel. Regional and local public transit – rail and bus - will be integrated, affordable, convenient and renewably powered. Most people will walk and bike, enjoying a safe, extensive network of trails and streets. Cars will be few, very small, shared and powered renewably. Electric bikes and scooters will be numerous.

Schools will teach children and youth how to live sustainably, including urban farming and food preparation, ecology, community interdependence, creative thinking and self-fulfillment. Youth will be active in sports and interactive games as well as engaged in the community. Education will continue throughout life with mentoring, re-training to local sustainable occupations, and accessible libraries. Music, art, theatre and festivals will thrive.

Social interactions will flourish - driven by local provision of food, shelter and jobs, and by many cooperative ventures. Urban density, the slow pace and emphasis on walking will contribute. Everyone will know their neighbours. Generations will mix. TV viewing will shift to broad participation in cultural activities. Support will be available to any who need it. All will have input to community decisions.

Most people will be in excellent health because of good diet and exercise, clean air and water, low stress, a rich network of community connections, the healing effects of working with the land, and high levels of happiness. Health care will be easily available and include a wide range of providers.

Understanding our interconnectedness with others and with nature will be universal. Material use will be low and largely homespun or fairly traded; relationships and creativity will be prolific, nurtured by ideas from around the world. All activities will honour ecosystem integrity – in Guelph, in our watershed, in our bioregion and on our planet. Guelph will be resilient to the soaring cost of oil and will contribute no more than its fair share of the greenhouses gases that the planet can sustainably absorb.

Comments

envision GUELPH

Name: John Ambrose Address: _____

Great concepts - I'll look forward to seeing them implemented.

Community energy - great concept - integrate with Urban Forestry Plan + green roofs, new natural lighting systems, PV solar collectors on tall buildings, etc.

Trail systems - consider as transportation corridors as well as recreational.

Special features - e.g., permeable paving, grey water, etc. - need to find ways to go from concepts to implementation.

Urban Forestry Plan and Natural Heritage Plan - need to bring into force before more green space, special trees and green corridors are lost.

Submit your comments to:

OP Update
Planning Services
1 Carden Street, 3rd Floor
Guelph, ON N1H 3A1

Fax: 519.822.4632
email: OPUpdate@guelph.ca

From: Robert Mason
Sent: March 30, 2012 5:19 PM

Mayor Farbridge, Councillors & Planning Staff:

**Re: Official Plan Update Phase 3 (OPA 48)
363-369 Gordon Street and 1 College Avenue**

As noted in our correspondence of May 2010 (copy enclosed herein), we are the registered owners of the northwest commercial/residential corner at College & Gordon. We are pleased that the draft official plan has shown our two commercial properties as 'Neighbourhood Mixed Use Centre', but we object to staff not recommending the same being applied to our entire contiguous holdings at this corner, which includes 1 College Avenue immediately to the west.

The Old University CIP laid out several principals for redevelopment and envisioned an expansion of the corner to the north and west, which would include our property at 1 College Avenue. The CIP also recommended that this expanded designation should be linked to the Official Plan review. Accordingly, the draft OP should be specifically amended to reflect this designation. Redevelopment at this important gateway corner would not be feasible without the expansion of the 'Neighbourhood Mixed Use Centre' to our adjacent property.

In addition, it is critical to note that access to our commercial node is not in our ownership. At the present time, a lease has secured the two access points; however, there is no guarantee that this lease can be renewed in perpetuity. Without the two entry / egress points over the leased land to our site, the commercial node cannot survive, unless access is provided through our abutting property at 1 College Avenue. This is the appropriate time to ensure the continued viability of this long standing commercial node by extending the 'Neighbourhood Mixed Use Centre' designation onto this property too.

The attached sketch illustrates our ownership of the corner. The consolidation of our parcels, including 1 College Avenue under a single 'Neighbourhood Mixed Use Centre' designation will provide uninterrupted access to the site, and ensure the future viability of this site as intended by the CIP.

We would request that staff contact us to meet and discuss our issues in more detail.

Yours truly,

**NOSAM PROPERTIES LIMITED
& NASA HOLDINGS INC.**

Robert Mason

Robert Mason

From: "Robert Mason" <rmason@masonrealestate.ca>
To: <clerks@guelph.ca>
Cc: <greg.atkinson@guelph.ca>
Sent: Wednesday, May 12, 2010 2:15 PM
Subject: Comments on Official Plan Draft
Mayor Farbridge, Councillors and Planning Staff:

Further to our telephone and email discussions with Mr. Greg Atkinson, we are writing to comment on the draft official plan.

(a) We are the registered owners of the northwest commercial/residential corner at College & Gordon. We are pleased to note that the draft official plan has shown this area as 'neighbourhood mixed use centre'; however, we would like clarification that the boundary of this designation includes, our contiguous holdings at this corner (both 363-369 Gordon Street as well as our additional holding at 1 College Avenue, immediately to the west of the corner.) Furthermore, the Old University CIP recommended that the corner be expanded to the north and west and accordingly, the draft OP should be specifically amended to reflect this. Can you please confirm by return mail or by memo in the OP the inclusion of these two properties in the boundary of this 'neighbourhood mixed use centre' as well as the intent to expand the corner as directed in the CIP.

(b) Again with respect to the same property, we note that the draft OP contains provisions for road widening at this corner. We are strongly opposed to any such widening. Any widening on the west side of Gordon Street or the north side of College would cause a severe and permanent loss of value, use and functionality of this important small neighbourhood site. Furthermore, any widening would be at the expense of the existing sidewalk, making it dangerous for pedestrians. Any road widening contemplated at this corner must therefore be taken on the east side of Gordon or south side of College.

(c) There is a provision for road widening at Victoria approaching Eramosa Road and Eramosa approaching Victoria Road. We would respectfully submit that the city has just completed reconstruction at this intersection and that reference be made in the OP specifically excluding any contemplated road widening at this intersection, or alternatively be taken from the City park on the northwest corner.

Please give us written response to our queries herein. Thank you.

Yours truly,

Robert Mason

Mason Real Estate Limited
32 Douglas Street
Guelph, ON
N1H 2S9

(519)824-1811 phone
(519)824-1160 fax



April 2, 2012

City of Guelph
City Hall, 1 Carden Street
Guelph, Ontario
N1H 3A1

Attention: Mayor Farbridge and Members of Council

Re: Envision Guelph – released January 30, 2012
Abode Varsity Living, 716 Gordon Street
Public Meeting April 2, 2012

Thank you for the opportunity to provide comments with respect to the Envision Guelph Official Plan Amendment No. 48. On behalf of our non-profit corporation, Mayfield Park Community Association, I can advise that we are in strong support of the proposed “Low Density Residential” designation proposed within the “Intensification Corridor” for the property located at 716 Gordon Street. This designation would permit a density of 35 units per hectare. This property is 1.7 hectares in area which would permit a total of 60 units to locate on this property. This is a Places to Grow density of 105 people per hectare assuming 3 people per unit. This exceeds the Places to Grow target of 50 people per hectare and is appropriate along the intensification corridor. A development proposal of 60 units would allow for the preservation of the heritage trees on the property, not overpower the Heritage designated house on the adjacent site, and meet the required zoning regulations (including parking) while still meeting intensification goals. Residential re-development of this property at this density would be transit supportive, encourage walkability and be compatible with the existing low-rise neighbourhood.

We commend the City staff regarding their preparation of Envision Guelph and encourage Council to support our neighbourhood and approve the “Low Density Residential” designation on 716 Gordon Street as proposed.

Thank you again for the opportunity to provide these comments.

Yours truly,

Kate MacDonald
President
Mayfield Park Community Association

cc: Todd Salter, City of Guelph

MPAC.doc

April 2, 2012

TO: Mayor Farbridge and Council Members

RE: Official Plan Update 48 Phase 3

Madame Mayor and Councillors:

RE: Envision Guelph – City of Guelph Proposed Draft Official Plan OPA 48

We have reviewed the proposed OPA 48 and have the following comments:

We do not believe that our original comments and concerns in our letter of May, 10, 2010 have been addressed by planning staff in “Attachment 5 “Policy Specific Comments received since April 2010.” Pg. 44.

Therefore we are resubmitting our concerns and comments re the proposed medium density:

General Comments about increased density:

- Potential negative impacts of increased density on quality of life of existing residents
- Increased density must be compatible with and not negatively impact adjacent residents and our community as a whole
- OPA policies should support compatible development in existing neighbourhoods
- More density will further exacerbate existing traffic problems
- Residents cannot support higher density in Kortright Hills as no comprehensive traffic management plan has been conducted.
- Concern about economic impacts of growth and increased property taxes
- This is a Greenfield area so why medium density?

Proposed medium density on Niska Rd.

On April 9th 2010 a request was made to planning staff for further information with respect to the maximum number units that could be allowed on Niska related to the number of hectares to be re-designated to medium density residential. In other words how many 5 storey apartments could potentially be built if the lands were rezoned? To date we have not received this information. Without this information there is insufficient information to evaluate what impacts higher density will have on residents on Ptarmigan and the community as a whole. In this new OPA 42 Draft the height has been increased to allow 6 storey apartment buildings. We believe that this proposed new increase in height will may affect our views, shading and only serve to further exacerbate traffic problems on Niska Rd.

Residents along Niska Rd. are already negatively impacted by regional traffic from Highway 24. Niska RD. was originally designed to discourage regional traffic. Niska was not designed to be an arterial road. Without a comprehensive traffic management plan the re-designation of lands on Niska to medium density will further aggravate existing health and safety problems related to traffic and is therefore inappropriate.

The one lane Bailey bridge is a courtesy bridge with history of fatalities and accidents. A one way traffic light at this bridge could potentially alleviate some of the safety issues at this bridge. Members did not support the upgrading of the bridge to a 2 lane structure as this would only increase regional traffic. The current road grades and elevations are not safe for the existing volume of traffic especially in winter. The intersection of Niska and Downey meets the warrants for traffic lights but may not be permitted related to the location of Woodland Glen and the Hanlon.

The Niska Rd. Environmental Assessment is needed before any changes in density are approved.

Medium density on Niska does not appear to support the OP principles of a walk able, compact community as this proposal is on the fringe of the city and there are few services in this area.

Higher density may impact the ecological integrity of the adjacent Speed River PSW.

The proposed minimum density does not allow flexibility in future zoning proposals.

After a long and extensive OMB mediation process (PL 050323) all parties signed the revised documents including Minutes of Settlement and Planning Approval Documents. The OMB decision #3143 was final on November 8, 2006. As part of this decision OPA 26 was approved by the OMB. Therefore we would appreciate assurances from both City of

Guelph Planning and Legal staff that this proposed OPA 42 does not in any way alter or negatively impact the OPA 26 approved by the OMB. If there are alterations please advise us in writing of where these changes are proposed.

KHCA recognizes that our position may not represent the neighbourhood and membership as whole and individual members and residents still have the right to express their support, concerns and objections for the proposed OPA changes in writing or at meetings.

Respectfully submitted on behalf of KHCA Inc. by:

Laura Murr
President KHCA Inc.

From: judy martin
Sent: April 2, 2012 12:03 PM
To: Dolores Black
Subject: comments on OPA 48



April 2, 2012

Dear Mayor Farbridge and Councillors,

Sierra Club Canada provides the following comments with respect to Official Plan Amendment 48:

The Official Plan is a complex, lengthy, and technical document. The proposed amendment essentially rewrites much of it. In the interest of transparency it is important for Council and the public to be able to review the amendment and to understand how it relates to the current OP that guides the City.

To comprehend the official plan amendment as proposed, one needs to be a full-time professional with detailed knowledge of the current OP. This is a lot to ask of our councillors and far beyond the reach of most residents of Guelph.

To put the OP amendment into a context that can be thoughtfully considered, staff should be asked to provide a single document that 1) indicates with strikeouts the provisions in the current OP that are to be deleted 2) indicates with underlines or some other method the proposed changes/additions. It would also be helpful to have a companion document that explains the intent behind each major change.

Thank you for your consideration of these comments.

Judy Martin, Regional Representative

Submission to City Council April 2 2012

Regarding Official Plan Update Phase 3 (OPA 48)

Submitted by Hugh Whiteley

Requests

- (1) That the central focus on Guelph's rivers and river valleys as the "backbone" of Guelph's linked open space lands and a critical, integral component of Guelph's image be restored in the Official Plan.**
- (2) That the River System Management Plan be retained as a guide for the preparation of plans within river and tributary corridors.**
- (3) That the specific quantified protection for the comprehensively defined open space and environmental corridors along the rivers and tributaries be restored in the Official Plan. This includes retention of sections 3.6.18; 6.9.2 through 6.9.5; 7.3.11; and 7.3.15.**
- (4) That ravines be included in the Official plan listing of valued features to be safeguarded.**
- (5) That the Vision Statement for the Official Plan be rewritten as a guide to the long-term aims of the City.**
- (6) The background statement of the Official Plan should be rewritten to name the demographic and economic challenges to be overcome by the City.**

Explanation

Focus on river corridors

The current Official Plan gives high prominence to the Speed and Eramosa river valleys, and the tributary valleys in the city, as both the backbone of the city's linked open space system and as the vital linkage in the Natural Heritage System. The Official Plan incorporates the holistic approach of the River System Management Plan with a recognition of multi-faceted benefits and functions of the corridors. The Official Plan emphasizes naturalization of the riverland corridors as the preferred treatment subject to a feasibility criterion where intense development in the downtown area restricts this option.

The current draft of OPA 48 drastically reduces the emphasis on riverlands as an integral component of Guelph's image and character. The current OP references the Speed River at a frequency of 24 mentions per hundred pages of text. OPA 48 reduces the mention of

the Speed River to 4 mentions per hundred pages. River corridors have been diminished to a minor feature of Guelph.

Abandonment of the River System Management Plan and its quantitative protection

Guelph has two distinctive planning initiatives that set it apart from other Canadian cities. One is the River System Management Plan and the other the Community Energy Initiative. The current version of OPA 48 retains a strong emphasis on the Community Energy Initiative but abandons, without notice or justification, the River System Management Plan.

The RSMP is distinctive because it correctly identifies that only a holistic approach that incorporates the perspectives of natural heritage system, cultural heritage, open space values including important spiritual aspects, recreational aspects, and urban design can properly establish the value and importance of rivers and riverlands to a community. The approach in OPA 48 is to reduce the role of rivers and riverlands to the single dimension of a technically-defined natural heritage system and then further diminishes the protection afforded to river systems by emphasizing a legalistic approach that preferentially seeks to minimize the protection afforded to river and riverlands to the minimum requirements set by the Provincial Policy Statement.

The effect of this change in approach is evident in OPA 42. The result of the OPA42 process was to reduce the overall Natural Heritage System of the city of Guelph by 10 % compared to the NHS of the 2001 OP. The appeal process currently underway will create a further loss of NHS.

Without the support provided by the current OP for a proper comprehensive view of the protective requirements for river corridors, and the resulting minimum 30 metre setback or top of steep slope 15 metre setback provision as a minimum protected corridor, there are at least two valuable corridor elements that are likely to be lost. One is the mature forest on the east side of the Speed River that provides the dramatic backdrop to the Speed River at Riverside Park. The other is the lovely viewscape along the Eramosa River in the York Road Innovation District.

The River System Management Plan should be reaffirmed as the basic document guiding development in the river and tributary corridors and the specific quantitative requirements for protection of river corridors restored to the text of the Official Plan.

Protection Of Ravines

The current OP and OPA 48 both ignore the special places that wooded ravines are and the high value placed on them in Guelph. There are at least three ravines that warrant protection (Silvercreek ravine at Howit Park, Watson Creek Ravine, and the Maple

Street Ravine). The Official Plan should acknowledge the value of these features and provide the base for a Ravine By-law similar to the Toronto By-law.

Vision Statement

The vision statement in OPA 48 reads like a hypothesis to be used as a basis for technical evaluation of the implementation of the Official Plan.

Vision

The integration of energy, transportation and land use planning will make a difference in the environmental sustainability, cultural vibrancy, economic prosperity and social well-being of Guelph.

The vision statement of the Official Plan should be an inspiring and realistic encapsulation of the core values and intentions of the city. Other Official Plans, the OP for Oakville for example, are helpful examples.

I would suggest the following:

Guelph is a city that cares for all its citizens; a city progressing steadily toward a stable sustainable and perpetually-renewing equilibrium; an equilibrium that provides an innovative and prosperous economy, a rich and varied cultural enterprise, a built form that recognizes, and celebrates the lasting values of Guelph's built heritage, and a generous integrated greenland system of parkland, open spaces and natural areas that respects, protects and enhances Guelph's distinctive landscape of rivers, hills, ravines, forests, and meadows, and that nourishes the natural environment that sustains all life.

Realistic Background

The background to the Official Plan should include a brief summary of the demographic and economic trends that must be taken into account in the planning period. The Burlington Official Plan has an excellent presentation of this type of information. One example of the trends to be recognized is the advancing median age of the population. For example in the ten years from 2001 to 2011 the key age group in the workforce and in household formation (25 to 44) did not grow at all in Guelph. This is a major challenge in maintaining a prosperous and innovative community.

INDUSTRIAL EQUITIES GUELPH CORPORATION
55 Kelfield St.,
Toronto, ON M9W 5A3

February 29, 2012

Mr. Todd Salter
General Manager, Planning and Community Services
Guelph City Hall
1 Carden Street
Guelph, Ontario
N1H 3A1

Re: **Envision Guelph – Released January 30, 2012**

Dear Mr. Salter:

I am the President of Industrial Equities Guelph Corporation, the owner of the Southgate Business Park which received Draft Plan approval from the City of Guelph in January 2009. There are approximately 120 acres of zoned and designated industrial land within the Southgate Business Park that I have been actively marketing since our acquisition in 2005. The City of Guelph must ensure that it is positioning itself through the proposed Official Plan policies to both retain and bring jobs and assessment to the City. The Official Plan should not introduce road blocks to attracting employers to expand or locate in the City of Guelph. The Southgate Business Park abuts, and has excellent access to the Hanlon Expressway, and is located within the greenfield area.

The Southgate Business Park is a well located business park which to date has attracted users primarily with the intention of constructing distribution warehouse facilities and as a result would never achieve the employment density criteria of 36 jobs per hectare as contemplated in the latest Envision Guelph document. In fact, the lands located along the Hanlon Expressway in the southerly portion of Guelph including the Southgate and Hanlon Creek Business Parks are ideal to accommodate large warehouse users as they are located with easy access to the Hanlon and 400 series highways. In the 7 years we have been marketing our property we have never had an inquiry or serious level of interest from any employer who would meet the 36 jobs per hectare target of the proposed Envision Guelph. Indeed the proposed facilities of Rona, and Target (who chose to go to Halton Hills) and others would not meet the density criteria of the Envision document. In addition, the existing TDL facility and the existing data centre do not meet this density target. Embedding unrealistic density targets within the Official Plan create a negative view of the distribution warehouse users who are interested in locating in Guelph. This leads to them not being viewed or treated as positive or desirable users by the City. There appears to be a disconnect between the market reality and the proposed policies of the Official Plan. The Official Plan should

encourage the distribution warehouse users which have formed the backbone of enquires to date.

The Official Plans that I have canvassed include the combined people and jobs density target as required by Places to Grow. These Official Plans do not create separate job only targets for employment areas. I suggest that Guelph remove any job specific targets from the Envision Guelph Plan and rely on the combined people and job density targets as stipulated by Places to Grow.

With respect to water supply, the City's water supply is groundwater based, therefore high water users are not encouraged to locate in the City. This is a constraint to food industries and many manufacturers looking to locate in Guelph which require water for their operations, notwithstanding their ability or inability to comply with the jobs criteria set out in the Envision document.

In summary, I have reviewed the proposed Official Plan and am providing the following comments.

1. Excerpt from Envision Guelph - "9.5 Employment Designations

f) To ensure higher employment densities are achieved in the greenfield area in order to contribute to the achievement of the minimum overall density target of 50 persons and jobs per hectare.

9.5.2.17. The City shall plan to achieve an average density of 36 jobs per hectare on lands designated Industrial in the greenfield area. "

9.5.2.18. Development with densities of 36 jobs per hectare or more are highly encouraged to locate within the greenfield area."

Comment – 36 jobs per hectare is an impossible target to meet for greenfield area employment lands. The job only target for employment designations should be removed from the Official Plan. (ie. delete the 36 jobs per hectare density target)

2. Excerpt from Envision Guelph – "9.5.1 General Policies

The following general policies apply to all Employment designations.

1. Industries which require high volumes of water use should demonstrate through a Water Conservation Efficiency Study that water consumption will be reduced through on-site processing or recycling.

2. The Zoning By-law may restrict industries which require high volumes of water use to protect service capacity needs of planned growth".

Comment – Industries requiring water for their operations are discouraged from locating in Guelph. Private wells are not permitted to supplement the day to day operations of industries wanting to locate in Guelph. This will reduce the interest of prospective employers in Guelph.

3. Excerpt from Envision Guelph – “9.5.1.3. The pattern and design of streets and sidewalks should facilitate accessibility, walking, cycling and transit use and should be connected within and outside the employment areas.”

Comment – The business parks in Guelph have been planned with bicycle lanes, and off-road multi-use trails. The transit service is provided by on-demand stops. Sidewalks are not a cost effective option for business parks and reference to sidewalks should be removed from this section of the Official Plan.

4. Excerpt from Envision Guelph – “9.5.1.3.5. Where residual heat, energy or water is produced in an employment process, it is encouraged to be reused on site or off site in conjunction with other land uses or through existing or planned *district energy* systems.”

Comment – wording should be added to this section “where is it shown to be cost effective.”

5. Excerpt from Envision Guelph –“ 9.5.2 Industrial

3. Warehousing and indoor bulk storage of goods will primarily be directed to locate on industrially designated lands within the built-up area where there is convenient access to the Hanlon Expressway or rail lines.”

Comment –The wording of this section of the Official Plan should be reworded to add reference to ‘greenfield areas.’ It is the designated greenfield areas with convenient access to the Hanlon Expressway which are best positioned to accommodate warehouse uses.

6. Excerpt from Envision Guelph - Height and Density

9.5.2.16. A minimum height of 2 storeys is encouraged.

Comment - Please clarify the wording of this section. Warehouses are typically 28 to 40 feet clear height but are only single storey except potentially the office portion which may be 2 storeys.

In closing, I would like to remind all stakeholders that the recent closing of the Electro-Motive plant in London Ontario, as well as other recent manufacturing plant closings in Southern Ontario serve as an indicator of the ongoing transition out of labor centric manufacturing facilities in Southern Ontario. Warehouse users should be embraced not discouraged. While they generally have large physical footprints, their carbon footprints are low relative to the labor intensive manufacturing industries and they pay their taxes in a timely fashion, a trait all municipalities should be embracing.

Please provide me with notice of any upcoming meetings and further drafts of the Official Plan being released. We would like to meet with you to review our position with respect to these proposed policies and our suggested wording changes.

Yours truly,



Mark Cowie, President
INDUSTRIAL EQUITIES GUELPH CORPORATION

(0544.Envision Guelph Comments February 2012.doc)

cc: Karen Farbridge – Mayor of Guelph
Members of Council – City of Guelph
Peter Cartwright – City of Guelph
Jim Mairs – City of Guelph
Astrid Clos – Astrid J. Clos, Planning Consultants
Leslie Marlowe – LM Real Estate Consulting



EXPECT THE BEST

March 8, 2012

Sent by Email

Todd Salter
Acting General Manager, Planning Services
Guelph City Hall
1 Carden Street
Guelph N1H 3A1

2 Queen Street East
Suite 1500
Toronto, Canada M5C 3G5
416.593.1221 TEL
416.593.5437 FAX
www.blaney.com

Dear Mr. Salter

Re: Comments on Envision Guelph (the “Proposed Plan”)

We represent Cooper Construction Limited (“Cooper”).

The purpose of this letter is twofold. First, we wish to set out the concerns of Cooper with the Proposed Plan. These same concerns have been expressed to Cooper by a number of other registered landowners on both the east and west sides of the Hanlon Expressway. We also wish to request a meeting with you to discuss these concerns. I have already left you voicemail and email messages requesting such a meeting.

Background

Cooper owns property in both the Hanlon Business Park South (the “Southgate Lands”) and the Hanlon Creek Business Park Phase 2 (the “Hanlon Lands”) (together the “Lands”). The Lands are zoned Industrial, which permits large scale warehousing and manufacturing uses. Moreover they have been, are in the process of, or are intended for development as such. In fact, Cooper has purchased land from, and entered into a number of development agreements, including a cost-sharing agreement, with, the City to facilitate this specific type of development.

The Lands are designated as “Greenfield Area” on Schedule 1, and as Corporate Business Park/Significant Natural Area/Industrial (Hanlon Lands) and Industrial (Southgate Lands) on Schedule 2, of the Proposed Plan.

Comments on the Proposed Plan

A. Issue: Location of Warehousing

Cooper is particularly concerned that Policy 9.5.2.3 of the Proposed Plan directs warehousing to industrial lands located in the built up area.

Marc Kemerer
416.593.2975
MKemerer@blaney.com

As a practical matter, it would make sense for the City to direct warehousing to the Lands given their close proximity to the Hanlon Expressway and Highway 401. Indeed, the City has entered into an agreement with the Province to construct the new Laird Road interchange for the purpose of allowing convenient access for trucks to the adjacent industrial areas. Such traffic primarily services large scale warehouse users.

As a contractual/planning matter, warehousing should be directed to the Lands as they were purchased/intended for just this purpose. The Hanlon Lands were purchased from the City and developed at significant cost with the City acting as both the approval authority and a development partner. The City has marketed their own lands in the Hanlon Creek Business Park for warehousing purposes and recently sold a parcel of this land to Wurth for a new warehouse facility. With respect to the Southgate Lands, the City recently approved site plans submitted by Cooper to construct large warehouses thereon.

As a matter of consistency/interpretation, Policy 9.5.2.3 contradicts Policy 9.5.2.4, which states that Southgate Lands will be characterized by “larger free standing industrial buildings” (i.e. warehouses), and Policies 9.5.2.12 and 9.5.3.9, which permit warehousing uses on the Lands. It is not clear how the City would interpret these conflicting policies in response to an application for a warehouse development on the Lands.

Solution: To ensure that there is no confusion over the location of such development, Policy 9.5.2.3 should be revised to direct warehousing to the Greenfield Area.

B. Issue: Employment Densities

The Proposed Plan would target/encourage/require the following minimum or average densities/ha within the greenfield area:

1. 50 persons and jobs (9.5(f));
2. 36 jobs on lands designated as Industrial (9.5.2.17) [the Southgate Lands];
3. 36 jobs or more (9.5.2.18); and
4. 70 jobs on lands designated as Corporate Business Park (9.5.3.17) [the Hanlon Lands]

Only Policy 9.5(f), an objective of 50 persons and jobs/ha, is authorised by the *Growth Plan* and the City’s own Growth Plan conformity exercise, OPA 39. The proposed additional employment density targets/requirements (the “Additional Densities”) are arbitrary and completely unrealistic. By way of example, the proposed development of Block 6 of the Hanlon Lands as a distribution facility for a national food services company, a development enthusiastically supported by the City, would not meet the Additional Densities.

Moreover, the range set out in the Additional Densities clouds the Proposed Plan with an internal inconsistency that will create significant confusion in terms of how the City would evaluate development proposals on the Lands. It is not clear what criteria would/should be used by staff.

This confusion is amplified by Implementation Policy 10.18(ii), which would allow the City to require, as part of any development application, a demonstration of how the proposed development “contributes to the achievement” of the intensification targets. We do not know how any developer could demonstrate this with certainty and what penalty, if any, there is, if such targets are not met by the development subsequent to its completion. In our view, the City has no jurisdiction to impose such a requirement.

Such uncertainty can only discourage the type of “robust” development and employment the City is seeking.

Further, the employment targets above run completely counter to the nature of development proposed for the Lands. As noted above, warehousing is permitted on the Lands under the existing zoning and the other Policies of the Proposed Plan. This use has been actively encouraged and approved by the City for location on the Lands. The Additional Densities approach visits a specific unfairness on Cooper.

Finally, it is our considered view that the Additional Densities offend the provisions of the *Growth Plan* and OPA 39. Where these latter planning instruments direct higher levels of density to the Built Up Area, the Proposed Plan directs facilities that have low job densities to that same designation (see for example Comment MM712 at Policy 9.5.2.3).

Solution: Delete Policies 9.5.2.17, 9.5.2.18, 9.5.3.17 and 10.18(ii).

C. Issue: Energy and Water Efficiency

Cooper supports the conservation and efficient use of water and energy. The approach of the Proposed Plan to these objectives however is counter-productive.

In terms of energy efficiency, Policy 4.7.3 singles out the Hanlon Lands as essentially one of only 4 areas that would be subject to a district energy system. This will have significant construction cost implications; at the outset Cooper and other builders will have to provide for future connections to a system that has not yet been designed, and in the future equipment may have to be replaced to make it compatible with the district energy system. At the very least, this will put Cooper at a competitive disadvantage and thus may hinder the development of the Hanlon Lands.

Regarding the conservation of water, Policies 9.5.1.1 and .2 are vague and create uncertainty. By way of example:

1. there is no set standard for a sufficient reduction in water consumption through on-site processing or recycling;

2. restrictions established under the Zoning By-law on industries that require high volumes of water would contradict the provisions of the Proposed Plan that permit those very uses. Such restrictions would also undermine the established principle of fairness in service allocation whereby permitted uses are allocated services on a first come first received basis. Moreover, the Hanlon Lands already are subject to a strict water recharge target, which will be easier to achieve through the use of a large roof area consistent with a large-scale distribution centre.

These Policies, no matter how well intentioned, will discourage industries requiring water from locating in Guelph and will be particularly punitive for developers in the Greenfield Areas.

Solution: Amend the Proposed Plan policies above to encourage efficiencies in energy and water consumption where cost-effective rather than prohibiting development on the basis of a vague requirement. Provide clear benchmarks for such efficiencies.

D. Issue: Urban Design

The Proposed Plan will require a high standard of urban design for the Lands, and particularly the Hanlon Lands given its “gateway” location. Cooper understands the importance of good design, but it is concerned that no specific urban design guidelines have been prepared as part of the Proposed Plan (see Policy 9.5.3.7). Cooper cannot understand what “design principles” are to guide development on the Lands. It may be that the design principles developed to support a “park or campus like setting” may not be compatible with a warehousing use.

Solution: Amend the Plan to include specific and transparent Urban Design Guidelines that reflect the nature of development permitted and can be easily understood.

E. Issue: Parking

A number of Policies in the Proposed Plan (8.12, 9.5.2.19, 9.5.3.18 and 9.5.3.19) require that surface parking be hidden, screened and/or minimized. These Policies may make sense when applied to a more developed urban setting, but they can make development in other areas, including the Lands, untenable given the cost of building parking structures.

Solution: Encourage parking structures where appropriate and not cost-prohibitive. Clarify that surface parking in Greenfield Areas will not be an impediment to development approvals.

F. Issue: Sidewalks and Height

Cooper adopts the position on these matters taken by Industrial Equities Guelph Corporation in its 29 February 2012 letter submitted to you (Comments 3 and 6).

Solution: Delete any reference to sidewalks in Policy 9.55.1.3 and set out the height in (12) metres in Policy 9.5.2.16.

Conclusion

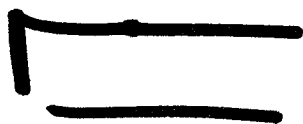
We understand that the Policies of concern above are well-intentioned. Unfortunately, they render the Proposed Plan confusing and difficult to interpret. They also are often at odds with the very development supported by the City for the Lands. As a result, the Proposed Plan requires important revisions as set out above.

Request for Meeting

Further to my voicemail to you of 28 February 2012 and my email of 5 March 2012, we are requesting that you meet with us and representatives from Cooper to discuss Cooper's concerns with the Proposed Plan. As you know, time is of the essence. We would be grateful if you could provide us with times for such a meeting.

Yours very truly,

Blaney McMurtry LLP

A handwritten signature in black ink, appearing to be 'MK', written in a stylized, blocky font.

Marc Kemerer

MPK/mk

c. Client/M. Sear



EXPECT THE BEST

April 11, 2012

Sent by Email

Todd Salter
Acting General Manager, Planning Services
Guelph City Hall
1 Carden Street
Guelph N1H 3A1

2 Queen Street East
Suite 1500
Toronto, Canada M5C 3G5
416.593.1221 TEL
416.593.5437 FAX
www.blaney.com

Dear Mr. Salter

Re: Follow Up Comments on Envision Guelph (the “Proposed Plan”)

Thank you for meeting with us on 3 April 2012 to discuss the points set out in our letter of 8 March 2012 (the “Correspondence”) and for providing us with a copy of the Watson & Associates Report, “City of Guelph Employment Lands Strategy Phase 2” (the “Employment Report”).

On behalf of Cooper, we acknowledge, with thanks, your statement that the intent of the Proposed Plan is to allow for “business as usual”, so that the policies contained therein, as you put it, “will not be interpreted by the City in any way that would fundamentally question the existing use permissions”.

The purpose of this letter is to set out our full understanding of the results of the April 3rd discussion. The capitalised terms used in this letter have the same meaning as when used in the Correspondence.

A. Issue: Location of Warehousing

As you know, one of Cooper’s principal concerns is that Policy 9.5.2.3 of the Proposed Plan directs warehousing to industrial lands located in the built up area. We have requested, for the reasons set out in the meeting and the Correspondence, that the Policy be revised to direct warehousing to the Greenfield Area.

You indicated that you understood Cooper’s concerns and that the intent of the Policy is not to discourage the construction of warehousing/distribution centres on the Hanlon and Southgate Lands. This reassurance is helpful, but given that Cooper’s concerns remain, you committed to reviewing the Policy.

Marc Kemerer
416.593.2975
MKemerer@blaney.com

B. Issue: Employment Densities

The majority of the meeting time was taken up with a discussion on the Additional Densities. You advised that the Additional Densities were supported by the findings of the Employment Report.

With respect, we have carefully reviewed the Employment Report and can find no justification for the Additional Densities¹, particularly given that Report's findings that:

- the City enjoys “an adequate supply of designated employment lands to accommodate future demands on employment lands to 2031 and beyond” (p. ii);
- it is the “future designated employment lands”, and not the existing employment lands (in large part for the reasons set out below) that are critical to ensuring that the City meets its density strategy (p. iii). As we understand that this is the current position of staff, this should be made clear in the Proposed Plan;
- employment densities in the Hanlon Business Park average 31 employees per net ha (a long way away from the 70 jobs proposed) (p. 3-3 and 3-4);
- recent trends in industrial development in the City is toward low-density, space-expansive development (pp. 3-3 to 3.5);
- as evidence of this, recent industrial development has averaged 17 employees per net ha (p. 3-4)²;

For the above reasons and for the reasons set out in the Correspondence, we repeat our request that Policies 9.5.2.17, 9.5.2.18, 9.5.3.17 and 10.18(ii) be deleted.

C. Issue: Energy and Water Efficiency

In terms of energy efficiency, you emphasized that district energy is to developed only “where feasible”. On the issue of (waste)water conservation, you advised that the City will be including water (500 m³/day) and sanitary (330l/day/employee) standards in the Proposed Plan.

On the basis of the above, Cooper's concerns have been satisfactorily addressed.

D. Issue: Urban Design

You advised that a draft of the Urban Design Guidelines will be shared shortly with the industrial landowners, and certainly before the Proposed Plan goes before City Council for final approval. We look forward to receipt of same.

¹ We also cannot find any justification in the Employment Report for its own recommendation of 46 employees per net ha (p. 3-3).

² Given the Kintetsu World Express operations on Southgate Drive, this figure is more likely 14 jobs/ha.

E. Issue: Parking

You advised that the parking policies in the Proposed Plan are only “encouragement policies” (“should”). Accordingly, we understand that parking structures will not be required as a condition of development. If our understanding is not correct, please so advise.

F. Issue: Sidewalks and Height

In light of the concerns of both Cooper and the wider development industry, you committed to reviewing Policies 9.55.1.3 and 9.5.2.16.


Conclusion

We believe that we made considerable progress during the meeting in terms of addressing Cooper’s concerns. Cooper continues to have concerns however that any development application, no matter how minor, would take it outside of the “business as usual” position and result in unreasonable or impractical demands on such development, particularly with respect to the unresolved issue of employment densities. As a result, we appreciate staff revisiting all of the policies still at issue.

Should you have any questions regarding the above please do not hesitate to contact me. We look forward to hearing the results of your review of our requests.

Yours very truly,

Blaney McMurtry LLP

A handwritten signature in black ink, appearing to read 'MK', with a long horizontal stroke extending to the right.

Marc Kemerer

MPK/mk

c. Client/M. Sear/A. Clos



SHAPING GREAT COMMUNITIES

PLANNERS
URBAN DESIGNERS
LANDSCAPE ARCHITECTS

KITCHENER OFFICE

GSP Group Inc.
72 Victoria Street S., Suite 201
Kitchener, ON N2G 4Y9

P 519.569.8883
F 519.569.8643

HAMILTON OFFICE

GSP Group Inc.
29 Rebecca Street, Suite 200
Hamilton, ON L8R 1B3

P 905.572.7477

www.gspgroup.ca

March 5th, 2012

File No.: 10080.95

City of Guelph
City Hall, 1 Carden Street
Guelph, Ontario
N1H 3A1

Attn: Melissa Aldunate, Senior Policy Planner

**Re: Envision Guelph – Official Plan Update Phase 3
Official Plan Amendment No. 48
Abode Varsity Living, 716 Gordon Street**

We act for Abode Varsity Living on land use planning matters with respect to the above-noted property. Official Plan and Zoning By-law Amendment applications were submitted to the City of Guelph in August of 2010 (and considered complete on November 30, 2010) to permit the development of two purpose-built student apartment buildings (“the Proposed Development”). The amendments were submitted under the existing City of Guelph Official Plan (2006), as amended by OPA 39), and Zoning By-law. These applications were appealed to the Ontario Municipal Board on December 13th, 2011 and the first pre-hearing conference is scheduled for April 19th, 2012 (PL111340). These applications are to be evaluated against in-force official plan policies. Notwithstanding this, Abode has requested GSP Group Inc. to monitor and provide input on the comprehensive review of your draft Official Plan.

The subject property is identified as an “Intensification Corridor” on Schedule 1 (Growth Plan Elements) and is designated “General Residential” on Schedule 2 (Land Use Schedule) to the existing Official Plan (2006). The General Residential designation permits a maximum density of 100 units per hectare and there are no building height limitations.

In the first draft of the Comprehensive Official Plan Update, released in May of 2010, the subject property continued to be in an “Intensification Corridor” and designated as “General Residential”. The draft policies continued to permit a maximum density of 100 units per hectare.

The second draft of the Comprehensive Official Plan Update, released on January 30, 2012, however, is proposing to change the designation of the subject property. While the subject property continues to form part of an "Intensification Corridor", the Land Use Schedule on the second draft Official Plan illustrates the property as being designated "Low Density Residential". This "down-designation" of the subject property is directly conflicting with the existing policies that specifically encourage intensification on this property. This new policy direction is also inconsistent with the Provincial Policy Statement and the Growth Plan. The impact of the proposed down-designation is that the permitted maximum density is reduced from 100 units per hectare to 35 units per hectare. Given the property's superior location attributes it is difficult to rationalize this proposed down-designation.

While the draft OPA provides the potential for density bonusing up to 100 units per hectare within the Low Density Residential designation, the property owner must demonstrate and receive approval to use the bonusing. This does not represent good planning. The property is deserving of much more height and density than the January 2012 draft OP suggests and the owner should not be required to provide "bonusing" in order to permit a density on the property that is permitted as-of-right in the current OP.

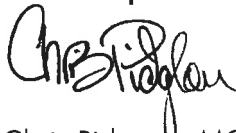
In effect, the proposed designation and associated policies have decreased the as-of-right permitted density. Our client is opposed to the proposed designation of the subject property as it directly conflicts with the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and Official Plan Amendment 39 (Growth Plan Conformity).

The proposed purpose-built student apartment buildings provides for intensification and redevelopment on a strategically located parcel in close proximity to the University of Guelph. Further, the development will provide for a more efficient use of land, along two arterial roads with transit service.

We would also request that GSP Group Inc. (c/o Chris Pidgeon) and Kagan Shastri LLP (c/o Ira Kagan) be added to the circulation list for all future information related to OPA 48. Should you have any questions in the meantime, do not hesitate to contact me.

Yours very truly,

GSP Group Inc.



Chris Pidgeon, MCIP, RPP
Principal

cc Abode Varsity Living
Ira Kagan, Kagan Shastri LLP (ikagan@ksllp.ca, 188 Avenue Road, Toronto, Ontario,
M5R 2J1)

March 23, 2012

City of Guelph

1 Carden Street, 3rd Floor

Guelph, On N1H 3A1

Email: OPUpdate@guelph.ca

Attention: Ms. Melissa Aldunate, Senior Policy Planner

Cc: Mr. Todd Salter, General Manager, Planning and Community Services

Dear Ms. Alduante;

A Few weeks ago I attended a public open house at City Hall to review and comment on the City's Official Plan review (OPA 48) presentation, with City staff on hand for questions.

Pursuant to your guidelines provided at the public open house I would like to request this letter be recorded and dully submitted to council in advance of their OPA 48 Public Meeting of Council scheduled for April 2. 2012 as my opinions and input from both myself a resident of Guelph and, as a commercial Real Estate Broker For Colliers International.

I am a long time proud resident of Guelph. As an established commercial real estate broker in this area I have been aggressive in promoting Guelph as a business and residential destination directly for over 22 years. I have been proud to have been successful in bringing to Guelph; people, major businesses, development, and very qualified long term quality stakeholders who through my encouragement have invested heavily in Guelph's future. Among my clients are and have been some of this City's largest employers as well as presently active major developer clients.

The foregoing preamble is significant to the following comments as with Guelph, compared to other municipalities, being a resident I am well experienced in also responding to the "Guelph Stigma". Most developers and commercial interests I have approached over the years have heard stories about how hard it is to do business in Guelph and many soon discover that there is a sense of "once they got you here "they nail you at every turn"! They is "the City" and how I suggest staff ultimately interpret and apply policies they believe to be clearly the will of Council. It just seems to result in a perpetual off balance but inbred mentality that one can observe surfacing in one form or another sooner or later.

What it does for sure, is leave those (businesses) that experience it with their own sense of need and responsibility to flag a distinct caution to others they know who may be considering to risk Guelph as a place to bring their businesses.

First Gulf (as in downtown Waterloo core redevelopment) is an example of a developer who I observed felt they would not risk the time to try development in Guelph. The document in the OPA 48, in my

opinion has several proposals that such esteemed potential Guelph business players and industry would have cause to be concerned with.

I have tried to review the OPA 48 documents with an eye both as a Guelphite interested in Guelph's plans and as a Guelphite who also keeps trying to entice business and investment to come to my City. I have also requested and received feedback from my clients which I share with you in the context of this letter .

I hope there are others who will ferret out constructive criticism of the OPA and I hope you will accept it as that and have the wisdom to change where experience and genuine valid input recommends .

In discussing one aspect I had a concern with, with one of our young Planners at the earlier City Hall Public Open House, I challenged him to explain for example; Why the OPA would propose such an unreasonable and specific employment density of 36 jobs per hectare for industrial lands! He didn't seem to understand why this would be a problem and referenced it as a requirement to the Places to Grow Legislation with staff having to allocate density as they see fair from that provided under the act. I don't see that as being the intended application in the legislation nor does the application make good sense.

I also understood from him that this density is intended to automatically attract industry who would then have to meet that requirement thus creating more employment for Guelph. For South Guelph instance it doesn't work that way. South Guelph's advantage is location to the 401 and the ease with which to access that. This clearly translates, and has over the years, to warehouse, distribution and logistics/related based companies.

For me it seemed obvious here was one small but ultimately critical example of the imbedded thinking the City, at its core may even be unwittingly nurturing. One that feeds the very stigma of the "not interested in doing business in Guelph reputation we have all been fighting for so many years. It is a good example of an issue that will clearly translate into lost business.

This is a valid opportunity to initiate a few small tweaks to change to this effect. Shouldn't we be looking for what other "standards" (instead of target) gets cemented into policy and not only puts staff in a position of no room to provide reasonable flexibility but continues to feed our reputation because "we just don't get it"!

There has to be other portions of the proposed changes that likely should be carefully reviewed as to the real impact of how they are worded and I have discussed that logic but in experience I would suggest some of the following must be modified;

- the issue of water usage (in its worded form) is an obstacle to attracting industry;

- the board based reference to pattern and design of streets etc. facilitating bicycle lanes trails etc. press for costly sidewalks when trails and the like are already incorporated into development requirements;

-height of buildings is vaguely referenced as suggesting they should be a minimum of two storeys but in reality most new industrial buildings run from 24 feet to 40+ feet inside (height)

-directing warehousing and indoor bulk storage of goods to locate on industrially located designated lands within built up areas and rail lines”, unless you allow Greenfield areas as part of this segment you eliminate the very areas that are already proven to attract that type of interest and; they generate effective revenue for the City.

-It is important to provide an element of reasonability to a business. Where it is shown to a business not to be cost effective to be in Guelph they will back away. Having wording that imposes a business to reuse its residual heat energy or water from its employment process has to be qualified as provided it is cost effective for the business.

The City of Guelph is known for inviting dialogue from it’s citizens and as one I appreciate that I can do that. I am however also suggesting that in as much as every citizen has a right to be heard this document requires an element of strong leadership that demonstrates the wisdom to do what is best for the City. In fact the changes suggest in this letter will have no long term negative impact to the citizens rather it would enhance the ability for the City to ensure our citizens don’t lose valuable business tax revenue and jobs.

The opportunity to purge and refine a document in relatively small ways as suggested will translate into important incentives to business we need.

I think what may also be available at this time is the opportunity to assess wording that doesn’t fence an honest and diligent staffer into a corner whereby he/she has no choice but to apply rigid and seemingly unrealistic and uncooperative policies without the reasonable discretion to work with business or investors who would otherwise be prepared to be part of the revenue stream to our City.

Thank you kindly for the opportunity to make my thoughts known and I truly hope that council accepts these comments with respect and in the hopes that they will make a difference.

Respectfully yours,

Blake Mills, Vice President/Sales

Representative/ Industrial/ Commercial/ Land Group



March 27, 2012

Project No. 1206

Guelph City Hall
1 Carden Street
Guelph, Ontario
N1H 3A1

Attention: Todd Salter, General Manager, Planning and Community Services

Re: **Envision Guelph – Released January 30, 2012**
Springfield Golf Course, 2054 Gordon Street

I am the planning consultant for the owner of the Springfield Golf and County Club. This property is approximately 40 hectares in area. The current use is an 18 hole golf course including a club house, banquet facilities, restaurant, pro shop and associated parking area. The property is serviced by individual private services. The pro shop is housed in the existing stone farm house. These uses were established in 1989 when the property was located in the Township of Puslinch. The property was annexed into the City of Guelph in 1993. The subject property is included within the Hanlon Creek Watershed Plan which was completed in 1993 then incorporated into the current Official Plan.

The Springfield Golf and Country Club is operated as a fully certified Audubon Society golf course practicing sound environmental management and stewardship.

Current Official Plan

The current City of Guelph Official Plan (November 2006 Consolidation) Schedule 1 – LAND USE PLAN designates this property as Open Space, Core Greenland and Non-Core Greenland Overlay. The existing Open Space designation (section 7.12) permits private recreational uses, golf courses, restaurants, club houses, pro shops, public halls, other accessory buildings and uses that are normally associated with the main recreational use.

Schedule 3 - AREAS OF POTENTIAL ARCHAEOLOGICAL RESOURCES identifies the property as an area of archaeological potential. However, the site has been entirely disturbed during the grading required to create the golf course and associated buildings. The golf course property should be removed from the area identified as having archaeological potential on this basis.

Phone (519) 836-7526

423 Woolwich Street, Suite 201, Guelph, Ontario, N1H 3X3

Fax (519) 836-9568

Email astrid.clos@ajcplanning.ca

Schedule 4 – STAGING OF DEVELOPMENT includes the subject property in the Stage 2 area. Also included in the Stage 2 lands is the Hanlon Creek Business Park which is now being developed. The portions of the Stage 2 lands along the Hanlon Expressway are also being developed as the Southgate Business Park.

“4.2.2 b) STAGE 2

Priority for the extension of municipal trunk services to support new urban development shall be given to those lands designated as Stage 2 servicing areas.

Development proposals in Stage 2 areas will be considered as services become available to the various parcels, and Council indicates that the City is prepared to provide the required trunk services. The implementing Zoning By-law, and its associated amendment process, may be used as a regulatory mechanism to prevent pre-mature zoning of land for activities that do not have adequate municipal services associated with them.”

Schedule 4B - SOUTH GUELPH SECONDARY PLAN AREA PHASING OF DEVELOPMENT includes the subject property in the Phase 3 area.

“4.2.5.6 Phase 3

Prior to development occurring in areas shown as Phase 3 on Schedule 4B, the following must occur:

- a) *Extension of the trunk sanitary sewer from the intersection of Clair Road and Gordon Street, southerly along Gordon Street. The primary constraint in servicing this area is topography, and the associated depth of cover on the sewer.*
- b) *Extension of the new water pressure zone (as referenced in Phase 2) is required before development can proceed in this area.”*

The City has completed the Environmental Assessment required for the extension of services along Gordon Street abutting the frontage of the subject property. The reconstruction of Gordon Street is scheduled for 2020 based on the current 10 year Capital Budget

South Guelph Secondary Plan (OPA No. 2)

Official Plan Amendment No. 2 is the South Guelph Secondary Plan approved by the Minister August 17, 1998. The purpose of this document as stated in OPA No. 2 is,

“The purpose of this Secondary Plan is to introduce new planning policies for southern areas that were annexed by the City from the Township of Puslinch in 1993.”

The final report with respect to the annexation dated 1990-91, “recommended the annexation of approximately 4,300 acres of land from the Township of Puslinch and the Township of Guelph to the City of Guelph to accommodate the long-term growth of the City for a 20 year period.” Based on the calculations used by the City to justify the annexation of the Clair-Maltby lands in 1993, the Clair-Maltby lands were needed to accommodate development that would occur by 2011.

OPA No. 39 Local Growth Plan

Schedule 1B – GROWTH PLAN ELEMENTS of OPA No. 39 designates the subject property as “Greenfield Area” with a minimum target density of 50 residents and jobs per hectare.

“2.4.4.1 The City will meet the forecasted growth within the settlement area through:

- c) planning for a **minimum density of 50 residents and jobs per hectare in the greenfield area.**”*

Existing Township of Puslinch Zoning

The subject property was included in land annexed into the City in 1993. The Township of Puslinch Zoning is retained on the subject property. The property is in the C4-2 Zone which permits a golf course, restaurant, club house and a single dwelling unit.

Envision Guelph (Released January 30, 2012)

I have reviewed the proposed Draft Official Plan and am providing the following comments with respect to the subject property.

Draft Schedule 2: Land Use Plan, proposes to designate the subject property as “Open Space and Park” and Significant Natural Area (currently under appeal). A new boundary has been included on this schedule delineating a “Secondary Planning Area” which now includes the subject property.

Section 9.7.2 states the following regarding the “Open Space and Parks” designation:

*“9.7.2 Where lands designated Open Space and Parks are in **private ownership** and a **development application is made requesting a change to a land use other than Open Space and Parks**, due consideration shall be given by Council to the following:*

- i) **Council will consider the acquisition of the subject lands, having regard for the following:***

- a. *the provision of adequate open space, parks and recreational areas, particularly in the vicinity of the subject lands;*
- b. *the existence of cultural heritage resources or natural heritage features on the site;*
- c. *the recreational service that is provided by the existing use and the benefits and costs accruing to the City through the public acquisition of the property;*
- d. *the possibility of any other government agency purchasing or sharing in the purchase of the subject lands; and*
- e. *the ability of the City to purchase the lands and the priority of the lands in relation to the City's overall open space and parks acquisition plan.”*

Section 9.7.2 should not apply to the subject property which is private property and not open to the general public as a park. There should be a special policy for the subject property added to section 9.7 which states that,

“The Springfield Golf and Country Club is privately owned land. The current golf course use is intended as an interim land use. The conversion of the property to a residential use is anticipated to efficiently use what will be serviced land within the urban area and assist the City in meeting the Places to Grow Greenfield Area density targets. Section 9.7.2 does not apply to this property.”

Alternatively, the Schedule 2 – LAND USE PLAN should designate the subject property as “Low Density Greenfield Residential” which is the same land use designation that the City has applied to the Victoria West Golf Course in the Draft Official Plan.

Draft Schedule 6 – STAGING OF DEVELOPMENT, proposes a dramatic change in comparison with the current Official Plan. The subject property is within Stage 2 under the current Official Plan, which is the same staging as the Guelph Innovation District (York District Lands) and the Hanlon Creek Business Park. Whereas the draft Official Plan is proposing a significant change in the timing from Stage 2 to Stage 4 for the subject property. The Clair-Maltby lands should be included in Stage 3 on Schedule 6 and it should be a priority for the City to initiate and complete a Secondary Plan for this area.

Section 9.10 of the Draft Official Plan states that the “*Clair–Maltby lands may be required for future urban development **beyond the year 2031.***” These lands were annexed in 1993 by the City from the Township of Puslinch on the basis that there was a need for these lands **by 2011**. The Clair–Maltby lands should be a priority for the City to expedite for development. These lands should be included in the Places to Grow targets to 2031.

Draft Schedule 8 – TRAIL NETWORK shows a City trail bisecting the subject property which is private property. The proposed City trail should be moved to the east to follow

the natural heritage features identified on the property. This is a more appropriate location for the proposed City trail and is similar to other City trail locations both existing and proposed.

Please provide me with notice of any upcoming meetings and further drafts of the Official Plan being released. We would like to meet with you to review our position with respect to these proposed policies and our suggested wording changes.

Yours truly,



Astrid Clos, RPP, MCIP

cc: Mayor Farbridge and Members of Council
Tom Krizsan, Springfield Golf and Country Club

(1206.Springfield Golf Club.doc)



March 30, 2012

Project No. 8095

City of Guelph
1 Carden Street
Guelph, ON N1H 3A1

Attn: Mr. Blair Labelle, City Clerk

**Re: Envision Guelph – Official Plan Update, Phase 3
Official Plan Amendment No. 48
Estate of Valeriote 1968 Trust
1968-1992 Gordon Street, Guelph**

PLANNERS
URBAN DESIGNERS
LANDSCAPE ARCHITECTS

We act for the Estate of Valeriote 1968 Trust on land use planning matters with respect to the above-noted properties (the "Site"). The Site is located on the east side of Gordon Street, south of Clair Road. The Site is immediately north of the Springfield Golf and Country Club property. The Site contains two existing homes which access off of Gordon Street. The Site is comprised of two properties totaling approximately 80 acres.

The Site is currently subject of an appeal to the Ontario Municipal Board with respect to Official Plan Amendment 42 ("OPA 42").

We have reviewed the latest draft Official Plan ("2012 Draft OP") dated January 30, 2012 on behalf of our client and offer the following comments:

Loss of Residential Land

The Site is designated "General Residential" and "Core Greenlands" within the existing Official Plan ("OP"). In fact, we would estimate more than half the property is designated General Residential, with small pockets of isolated Core Greenlands. In complete contrast to the existing OP, the 2012 Draft OP designates the majority of the Site as "Significant Natural Area" (currently under appeal) and only a few pockets are designated "Low Density Residential".

Inclusion within Secondary Planning Area

The land use direction for the Site and the larger area was established under the South Guelph Secondary Plan ("SGSP") completed in August 1996. In terms of the Site, the Land Use Plan (Schedule A) contained in the SGSP reflects the designations on Schedule A in the existing OP. The previous April 2010 Draft OP update ("2010 Draft OP") had the Site within a "Special Study Area" designation, rather than a residential designation. The Special Study Area designation in the 2010 Draft OP (Section 8.14.2.2 – Clair and Maltby Special Study Area) placed the Site within the longer term urban supply and required a Secondary Plan to be completed to guide land use and phasing of

KITCHENER OFFICE

GSP Group Inc.
72 Victoria Street S., Suite 201
Kitchener, ON N2G 4Y9

P 519.569.8883
F 519.569.8643

HAMILTON OFFICE

GSP Group Inc.
29 Rebecca Street, Suite 200
Hamilton, ON L8R 1B3

P 905.572.7477

development. Similarly, the 2012 Draft OP includes the Site and much of the land between Clair Road and Maltby Road as part of a Secondary Planning Area.

While SGSP and existing OP indicated the need for extension of the sanitary sewer and improvements to the water pressure zone, there has never been a requirement for the Site to be within a secondary plan area or for the Site to be part of a longer term urban land supply. Based on our review of the 2012 Draft OP, this appears to be a major policy shift and impacts on the policy permissions currently afforded to the Site.

Greenfield Area, Residential Density and Proposed Designation

The Site is within the “Greenfield Area” noted on Schedule 1: Growth Plan. The Greenfield Area is planned to achieve an overall minimum density target of 50 persons and jobs per hectare. The General Residential designation in the existing OP permits up to 100 units per hectare. The proposed “Low Density Greenfield Residential” designation (Section 9.3.3) in the 2012 Draft OP only permits a maximum 60 units per hectare.

Given a large portion of the area between Clair Road and Maltby Road is part of the Greenfield Area, in our opinion the proposed designation of Low Density Greenfield Residential does not encourage the wise and efficient use of the Site in order to assist in achieving those targets.

In addition, given the difference in maximum density between the General Residential (existing OP) and Low Density Greenfield Residential (2012 Draft OP), it appears a down-designation has occurred. Accordingly, the Medium Residential designation (which allows up to 100 units per hectare) may be more appropriate for developable portions of the Site and aligns with the density permissions under the existing General Residential policies.

Proposed City Trail

Finally, we note a Proposed City Trail is shown on the Site as illustrated on Schedule 8: Proposed Trail Network. While in principle we do not object to trail connection through the Site, we would appreciate flexibility on the alignment of the trail system through the future planning approvals.

We note that Section 7.3.1.6 states that, “Amendments to the Trail Network as illustrated on Schedule 8 will not be required for route revisions provided that the continuity of the network can be maintained.” Notwithstanding it appears there is flexibility for alignment of the trail, we note proposed trail alignment essentially bisects the property in an east-west direction and directly impacts on the developable portions of the Site, including the front residential area off of Gordon Street.

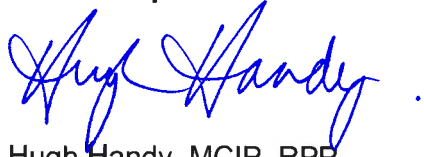
Summary and Future Notification

Thank you for considering our comments. We would be happy to discuss this matter further with City staff at their convenience and would appreciate a formal response to our letter.

We would appreciate formal notification of any future meeting of Council related to this matter and notification of adoption of OPA 48.

Yours very truly,

GSP Group Inc.



Hugh Handy, MCIP, RPP
Associate, Planner

cc Gene Valeriote (on behalf of the Estate of Valeriote 1968 Trust)
John Valeriote/Rob Mullin, SmithValeriote LLP
Melissa Aldunate, City of Guelph



SHAPING GREAT COMMUNITIES

PLANNERS
URBAN DESIGNERS
LANDSCAPE ARCHITECTS

KITCHENER OFFICE

GSP Group Inc.
72 Victoria Street S., Suite 201
Kitchener, ON N2G 4Y9

P 519.569.8883
F 519.569.8643

HAMILTON OFFICE

GSP Group Inc.
29 Rebecca Street, Suite 200
Hamilton, ON L8R 1B3

P 905.572.7477

www.gspgroup.ca

March 30th, 2012

File No.: 10080.95

City of Guelph
City Hall, 1 Carden Street
Guelph, Ontario
N1H 3A1

Attn: Blair Labelle, City Clerk

**Re: Envision Guelph – Official Plan Update Phase 3
Official Plan Amendment No. 48
1291 Gordon Street - 2274237 Ontario Inc.**

We act for 2274237 Ontario Inc. on land use planning matters with respect to 1291 Gordon Street (the "Site"). 2274237 Ontario Inc. has requested that GSP Group Inc. monitor and provide input on the City of Guelph's draft Official Plan (Envision Guelph).

The Site is designated as "General Residential" in the existing 2006 Official Plan. The General Residential designation permits a maximum of 100 units per hectare and does not include any policies on permitted height.

A Zoning By-law Amendment was approved on August 3rd, 2010 to permit multi-residential uses on a 1.61 hectare portion of the Site (R4.A-37-H). The approved zoning permits a maximum density of 100 units per hectare and a maximum height of 7 storeys.

The draft Official Plan (January 30, 2012) proposes that the Site be designated as "Medium Density Residential" and that a maximum density of 100 units per hectare apply. However, the draft Official Plan now includes a height restriction of six (6) storeys.

The intent of this letter is to ensure that City staff are aware that the Site has site-specific zoning that allows for a height of 7 storeys.

With respect to the schedules, based on our review, there appears to be a mapping error in the vicinity of the Subject Properties. Schedule 2 (Land Use Plan) illustrates a small triangular piece as "General Residential"; however this triangle does not reflect any property boundaries and is bordered by land that is designated "Medium Density Residential" and "Neighbourhood Commercial Centre".

We would request that GSP Group Inc. (c/o Hugh Handy) be added to the circulation list for all future information related to OPA 48. Should you have any questions in the meantime, do not hesitate to contact me.

Yours very truly,

GSP Group Inc.



Hugh Handy, MCIP, RPP
Associate, Planner

cc 2274237 Ontario Inc.
Melissa Aldunate, Senior Policy Planner



March 30th, 2012

City of Guelph
City Hall, 1 Carden Street
Guelph, Ontario N1H 3A1

Attn: Blair Labelle, City Clerk

**Re: Envision Guelph – Official Plan Update Phase 3
Official Plan Amendment No. 48
2274237 Ontario Inc.**

PLANNERS
URBAN DESIGNERS
LANDSCAPE ARCHITECTS

We act for 2274237 Ontario Inc. on land use planning matters. 2274237 Ontario Inc. has requested that GSP Group Inc. monitor and provide input on the City of Guelph's draft Official Plan (Envision Guelph) as it relates to land located on the west side of Gordon Street, between Arkell Road and Vaughan Street (herein referred to as the "Subject Properties"). The Subject Properties consist of five (5) separate land holdings.

The Subject Properties are designated as "Neighbourhood Commercial Centre" and "Medium Density Residential" in the draft Official Plan (January 30, 2012). Within the Neighbourhood Commercial Centre policies, Section 9.4.4.3 states that:

This Plan intends that a Neighbourhood Commercial Centre shall not be extended or enlarged to provide more than 4,650 square m (50,000 square feet) of gross floor area.

Section 9.4.4.12 (Permitted Uses) states that "medium density multiple unit residential within mixed-use buildings" are permitted within Neighbourhood Commercial Centres.

Based on our review of the policies for the Neighbourhood Commercial Centre it is unclear what the minimum and maximum permitted densities for the Subject Properties. Specifically:

1. There are three blocks of Neighbourhood Commercial Centre land in the vicinity of the Arkell Road and Gordon Street intersection. Is the maximum gross floor area, provided in Section 9.4.4.3, for the entire Neighbourhood Commercial Centre area, for each "block" or for each individual property?

KITCHENER OFFICE

GSP Group Inc.
72 Victoria Street S., Suite 201
Kitchener, ON N2G 4Y9
P 519.569.8883
F 519.569.8643

HAMILTON OFFICE

GSP Group Inc.
29 Rebecca Street, Suite 200
Hamilton, ON L8R 1B3
P 905.572.7477

2. If the maximum gross floor area is intended for the entire Neighbourhood Commercial Centre, how will the permitted density be distributed amongst the individual properties?
3. The minimum and maximum residential densities permitted are unclear. Is it assumed that because "medium density residential" uses are permitted, the permitted densities in the "Medium Density Residential" designation apply (i.e. maximum of 100 units per hectare)?
4. It is unclear in the policies if the maximum permitted gross floor area of 50,000 square feet includes residential uses. Is the gross floor area cap only for the commercial, retail and service uses, small-scale offices and community services and facilities uses?

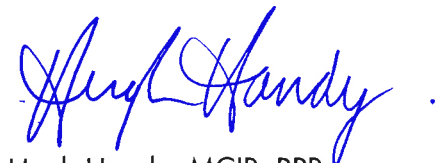
Section 9.4.4.15 limits the permitted height to six (6) storeys. As the land to the immediate north is permitted a maximum of 7 storeys, we would question why a lower height limitation has been placed on the Subject Properties.

With respect to the schedules, based on our review, there appears to be a mapping error in the vicinity of the Subject Properties. Schedule 2 (Land Use Plan) illustrates a small triangular piece as "General Residential"; however this triangle does not reflect any property boundaries and is bordered by land that is designated "Medium Density Residential" and "Neighbourhood Commercial Centre".

At your convenience, we would appreciate a response to the above-noted questions. We would also request that GSP Group Inc. (c/o Hugh Handy) be added to the circulation list for all future information related to OPA 48. Should you have any questions in the meantime, do not hesitate to contact me.

Yours very truly,

GSP Group Inc.



Hugh Handy, MCIP, RPP
Associate, Planner

cc 2274237 Ontario Inc.
Melissa Aldunate, Senior Policy Planner



March 30, 2012

Project No. 12030

City of Guelph
1 Carden Street
Guelph, ON N1H 3A1

Attn: Mr. Blair Labelle, City Clerk

**Re: Envision Guelph – Official Plan Update, Phase 3
Official Plan Amendment No. 48
331 Clair Road – Acorn Developments**

PLANNERS
URBAN DESIGNERS
LANDSCAPE ARCHITECTS

We act for Acorn Developments on land use planning matters with respect to the above-noted property. The property is approximately 4 acres in size and contains an existing home, barn and two sheds. The property is located on the south side of Clair Road near the intersection of Tolton Drive.

The site is designated "Reserve Lands" in the existing Official Plan ("OP") as illustrated on Schedule 2. Section 7.16.3 of the OP provides consideration for new land use development based on the adoption of an Official Plan Amendment in conformity with the South Guelph Secondary Plan (SGSP) Area Map. The property is shown as "General Residential" and within the "Urban Reserve" area on the SGSP Area Land Use Plan. We would also note that the property is located within the "Built-Up Area" as illustrated on Schedule 1 (as the developed urban area existed on June 16, 2006) and in accordance with OPA 39 (Conformity with the Planning Framework of the Growth Plan for the Greater Golden Horseshoe) a minimum of 40% of the City's annual residential development must occur in this area.

Section 7.16.3 of the existing OP provides consideration for an Official Plan amendment provided specific criteria are satisfied. GSP Group has had ongoing discussions in recent months with City staff and have now submitted a formal pre-consultation request to consider a residential development proposal for the above-noted property.

Based on our review of the draft Official Plan ("Draft OP"), Section 9.10 (Reserve Lands policies) the property and surrounding area now required to complete a Secondary Plan before future redevelopment could be considered. This is significant policy change from the existing OP.

It is our opinion that based on the location and attributes of the property that residential is the most appropriate land use. The proposed future residential project would have direct access to Clair Road which is an arterial road. We also note that the property lies within Stage 4 of the Staging of Development which is illustrated on Schedule 6 (also relates to policies contained in Section 3.21.1 of the Draft OP); however preliminary servicing analysis indicates that the property can be serviced by municipal water and sewer and storm water management can be appropriately addressed.

KITCHENER OFFICE

GSP Group Inc.
72 Victoria Street S., Suite 201
Kitchener, ON N2G 4Y9

P 519.569.8883
F 519.569.8643

HAMILTON OFFICE

GSP Group Inc.
29 Rebecca Street, Suite 200
Hamilton, ON L8R 1B3

P 905.572.7477

The General Residential designation in the existing OP allows a net density up to 100 units per hectare. At this time, the density of the proposed development for the property would meet the policies of the existing OP (i.e. under 100 units per hectare). However, the Draft OP now has four different residential designations including Low Density Residential, Low Density Greenfield Residential, Medium Density Residential and High Density Residential which each have individual minimum and maximum net density requirements. The Low Density Residential designation (which is to apply to the Built-Up Area) has a minimum net density requirement of 15 units per hectare and a maximum net density of 35 units per hectare. This is substantially lower than what has been historically permitted in the General Residential designation in the OP. We would further question the need to differentiate density requirements between Low Density Residential and Low Density Greenfield Residential. Based on the Draft OP and our preliminary concept plan, the proposed development would now be required to have a Medium Density Residential designation to permit a net density of between 35-100 units per hectare.

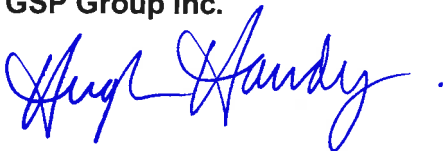
Accordingly, it is our opinion the requirement for a Secondary Plan is unwarranted. Policies similar to the existing OP should be included in the Draft OP to provide consideration of an Official Plan Amendment (and other related planning applications) for properties such as 331 Clair Road. Alternatively the property could be designated Medium Density Residential at this time as has been done in other areas of the City through OPA 48.

We would appreciate formal notification of any future meeting of Council related to this matter and notification of adoption of OPA 48.

Thank you for considering our comments. We would appreciate a formal response to our letter. We would also be happy to meet with City staff to further discuss the matter at their convenience.

Yours very truly,

GSP Group Inc.



Hugh Handy, MCIP, RPP
Associate, Planner

cc Pete Graham, Acorn Developments
 Peter Fitzgerald, Stantec
 Al Hearne, City of Guelph
 Melissa Aldunate, City of Guelph



March 30th, 2012

File No.: 10051

City of Guelph
 City Hall, 1 Carden Street
 Guelph, Ontario
 N1H 3A1

Attn: Blair Labelle, City Clerk

**Re: Envision Guelph – Official Plan Update Phase 3
 Official Plan Amendment No. 48
 11 Woodlawn Road West, City of Guelph**

As the authorized agent for 6 & 7 Developments Ltd., we are pleased to provide comments on the draft Official Plan (Envision Guelph) for the City of Guelph ("draft OP"), dated January 2012. By way of history, GSP Group provided comments on May 20, 2010 on the previous draft of the Official Plan, which was released in April 2010.

6 & 7 Developments Ltd. owns land known municipally as 11 Woodlawn Road West, which is located at the northwest corner of Woodlawn Road and Woolwich Street (the "Site"). The Site is approximately 40 acres in size and contains a Walmart store and a number of commercial buildings. The Site has Site Plan Approval in place for all buildings; however, there are a few remaining buildings to be constructed.

The proposed designation of the Site in the draft OP is "Community Mixed Use Area" and "Significant Natural Areas", which essentially brings forward the overall arching policy direction as a commercial node from the current Official Plan, as well as the protection of sensitive environmental features on the northern boundary of the Site. While the overall importance of the Site for commercial use has been recognized by the draft OP, after reviewing the document we have a number of concerns and issues that we would appreciate further clarification from City staff and are prepared to work with the City to resolve.

PLANNERS
 URBAN DESIGNERS
 LANDSCAPE ARCHITECTS

KITCHENER OFFICE

GSP Group Inc.
 72 Victoria Street S., Suite 201
 Kitchener, ON N2G 4Y9

P 519.569.8883
 F 519.569.8643

HAMILTON OFFICE

GSP Group Inc.
 29 Rebecca Street, Suite 200
 Hamilton, ON L8R 1B3

P 905.572.7477

While this not an exhaustive list of issues and concerns, the following represents major areas that we would appreciate further consideration and review by City staff, including:

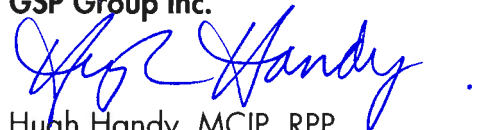
- Section 9.4.2 b) states that “to realize in the long term an urban village concept through a mix of uses, in a compact urban form with a main street experience and attractive private and public open spaces, such as urban squares.” The policies do not define “urban village” as such, there is little direction on the intended vision.
- Section 9.4.2.3 states that “development will be comprehensively planned and integrated with the overall Community Mixed-use Node and in accordance with any applicable concept plans or urban design studies as per the policies of Section 3.11.” As noted above, the Site has Site Plan Approval for the full build-out of the property. We have concerns that surrounding lands, which are located with the Node redevelops, a “concept plan” would be required for the entire node. We would appreciate confirmation that any “concept plan” would reflect the site layout provided in the Approved Site Plan.
- Section 9.4.2.4 states that “residential uses are intended to be incorporated into Community Mixed-use Centres through the development of mixed-use buildings or medium or high density housing.” The proposed wording of this policy continues to be prescriptive in requiring residential uses on the Site, as part of a mixed use development. Again, as noted, the Site has full Site Plan Approval for the build-out of the property; however, through the evolution of site design and tenant requirements, amendments to the approved plans are expected. The incorporation of residential uses will likely not be feasible for the foreseeable future and may in fact extend beyond the 20-year planning horizon.
- Section 9.4.2.6 states that “Community Mixed-Use Centres are strongly encouraged to incorporate Main Street type development in strategic locations....” We would request that the City confirm the intention of “Main Street” type development for this particular Site? We would also question the intent of minimizing the “width of storefronts”. If this Site is part of Node that is intended to incorporate larger floor space users, why is the width limited and controlled?
- Section 9.4.2.12 provides the permitted uses within the Community Mixed-use Node and includes “urban squares and open space”. We would note that there is no definition of this use in the draft OP to guide landowners and we would question the intention and purpose of including such uses.

- Section 9.4.2.18 states that "the minimum height is two (2) storeys for buildings fronting onto arterial and collector roads and identified main streets and the maximum height is ten (10) storeys". The draft policy is unclear on the meaning of two (2) storeys. Is the intention for two functioning storeys or the appearance of 2 storeys? It is our preference for the draft OP to require the appearance of 2 storeys.

We would appreciate a formal response to our letter. We would also request that GSP Group Inc. (c/o Hugh Handy) be added to the circulation list for all future information related to OPA 48. Should you have any questions in the meantime, do not hesitate to contact me.

Yours very truly,

GSP Group Inc.



Hugh Handy, MCIP, RPP
Associate, Planner

cc Emily Edmunds, SmartCentres
Melissa Aldunate, Senior Policy Planner



March 30, 2012

Project No. 10008

City of Guelph
1 Carden Street
Guelph, ON N1H 3A1

Attn: Mr. Blair Labelle, City Clerk

**Re: Envision Guelph – Official Plan Update, Phase 3
Official Plan Amendment No. 48
9 Valley Road and 1242 and 1250 Gordon Street, Guelph**

PLANNERS

URBAN DESIGNERS

LANDSCAPE ARCHITECTS

We act for the property owners on land use planning matters with respect to the above-noted properties (the "Site"). The Site is located on the east side of Gordon Street, at the intersection of Gordon Street and Edinburgh Road. The Site has a combined lot area of approximately 5 acres with frontage on Gordon Street and Valley Road. Each property currently contains a single detached home.

We submitted comments for the above-noted properties on May 20, 2010 in relation to the first draft of the OP update (April 2010 draft of Envision Guelph known at that time as OPA 42). To date the owners have not proceeded with formal planning applications or commenced with technical studies in support of the redevelopment of the properties.

The Site is within the "Built-Up Area" and within the "Intensification Corridor" as illustrated on Schedule 1: Growth Plan Elements. Based on policies implemented through OPA 39 (Conformity with the Planning Framework of the Growth Plan for the Greater Golden Horseshoe), a minimum of 40% of the City's annual residential development must occur in this area.

We note that the City is considering a High Density designation for a portion of 1242 and 1250 Gordon Street as illustrated on Schedule 2: Land Use Plan. In principle, the owners support that designation. However, at this time we have a few concerns related to the policies and designations applying to our Site.

Our first concern relates to the height and density requirements of the High Density designation. As proposed the height of buildings would be limited to 10 storeys and the net density cannot exceed 150 units per hectare. In general we would question the height and density limitations of the High Density designation in the Draft OP. Further, in relation to the Site, we would question whether additional height and density is warranted given it lies within the Intensification Corridor along Gordon Street.

KITCHENER OFFICE

GSP Group Inc.
72 Victoria Street S., Suite 201
Kitchener, ON N2G 4Y9

P 519.569.8883

F 519.569.8643

HAMILTON OFFICE

GSP Group Inc.
29 Rebecca Street, Suite 200
Hamilton, ON L8R 1B3

P 905.572.7477

Our second concern relates to the Built Form policies for High-Rise Buildings contained in Section 8.9. As indicated above, we have not tested these policies on a development plans or architectural plans for the Site. We are concerned with the suggested limitation of floor plate sizes above 5 floors and that parking should be provided primarily below grade.

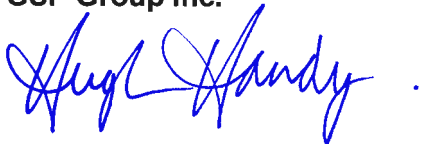
Our third concern relates to 9 Valley Road. It appears that the properties north of our Site fronting on to Gordon Street have been included in a Medium Density designation. It appears from our review of Schedule B that the 9 Valley Road property may be included with the Low Density Residential designation. We would appreciate confirmation of the designation of 9 Valley Road. If it is determined that the Medium Density Residential designation along Gordon Street is adjacent to 9 Valley Road it may be appropriate to put in the Medium Density designation in place for this property.

Thank you for considering our comments. We would be happy to discuss this matter further with City staff at their convenience and would appreciate a formal response to our comments.

We would also appreciate formal notification of any future meeting of Council related to this matter and notification of adoption of OPA 48.

Yours very truly,

GSP Group Inc.



Hugh Handy, MCIP, RPP
Associate, Planner

cc Owners
John Valeriote/Rob Mullin, SmithValeriote LLP
Al Hearne, City of Guelph
Melissa Aldunate, City of Guelph

AIRD & BERLIS LLP

Barristers and Solicitors

Steven A. Zakem
Direct: 416.865.3440
E-mail:szakem@airdberlis.com

March 28, 2012

File No. 94693

VIA EMAIL (clerks@guelph.ca)

Mayor and Members of Council
City of Guelph
City Hall, 1 Garden Street
Guelph, ON N1H 3A1

Attention: Blair Labelle, City Clerk

Dear Mr. Labelle:

Re: Proposed Official Plan Amendment No. 48
Public Meeting Date: April 2, 2012

We are counsel to Silvercreek Guelph Developments Limited.

As the City is aware, our client owns approximately 22 hectares of land known as the Silvercreek Junction at 35 and 40 Silvercreek Parkway South (the "Lands"). The Lands comprise a decommissioned gravel pit and have been vacant since 1994. In January 2010, the Ontario Municipal Board approved our client's applications, supported by the City and the Howitt Park Neighbourhood Residents Association, for an Official Plan Amendment and Zoning By-law Amendment to permit a mixed-use development comprised of a Mixed Use Node, Business Park and High Density Residential components. The approval followed a five-year process of application review and negotiations between the parties. Since that time, our client has been progressing toward the next stage of approvals.

Our client has been an active participant in the Official Plan review process. It has previously provided written comments with respect to the draft Plan on May 20, 2010 and July 26, 2010. In addition, we have met with City Staff to discuss potential revisions to the proposed Official Plan update.

We have now had an opportunity to review the updated draft of Official Plan Amendment No. 48 and hereby provide the following comments on behalf of our client:

1. Section 1.3.5: Silvercreek understands that the site-specific policies of section 9.13.2.5, as they may be amended, prevail over all inconsistent policies of OPA 48.

2. 3.16 and 4: Silvercreek has identified its issues with respect to OPA 42 as part of the Ontario Municipal Board pre-hearing process and earlier submissions to Council. It has also indicated that OPA 42 ought to be evaluated in light of the full slate of policies now put forward as OPA 48, rather than in isolation. Alternatively, OPA 48 ought to reflect the ultimate disposition of the appeals with respect to OPA 42.
3. 8.23.3: We understand that the words “assist in the interpretation and definition” underscore the intended status of the urban design guidelines as illustrative but not mandatory.
4. 9.3.4, 9.3.5, 9.4.21, 9.5.3.18 and 9.5.3.19: The encouragement of structured or underground parking should be balanced with economic considerations, so that the policies do not act as a deterrent to development.
5. 9.4.2.4: Provisions should be made to permit, but not require residential uses as part of Community Mixed-use Centres, as well as to recognize existing and/or proposed high density residential uses in close proximity to the Centres.
6. 9.4.2.4: Townhouses should be set out as a permitted use. This is consistent with the current site-specific provisions for Silvercreek Junction.
7. 9.4.2.6: The market may not support the provision of residential uses above commercial uses and multi-storey buildings fronting onto main streets. As such, the features encouraged by this section may not be attainable or feasible. We note that section 4.5 of the Provincial Policy Statement requires Official Plan policies to be reasonable and attainable. Features such as usable second storeys above commercial uses, multi-storey buildings fronting onto main streets, structured or underground parking may well appear in the long term, potentially beyond the horizon of the Plan and certainly not before the next five-year review of the Plan. At present and for the foreseeable future, requiring such features reduces the value of the land and adds to the amount of required parking, thereby limiting the potential for intensification.
8. 9.4.2.17: The proposed cumulative gross floor area maximum for two of the existing Mixed Use Nodes/Community Mixed-use Centres, Woodlawn/Woolwich and Paisley/Imperial, have increased substantially since the in-force Official Plan and the previous draft of the Official Plan update. Our client questions the basis for the increase and requests clarification of the same, particularly in light of the amount of consideration and review that these maximums have received in recent years.

March 28, 2012

Page 3

9. 9.4.2.19: This policy regarding maximum net density appears to be inconsistent with including permissions for townhouse units in Community Mixed-use Centres.
10. 9.4.2.22: Minimizing the amount of surface parking in Community Mixed-use Centres may not be realistic and achievable.
11. 9.13.2.5: Silvercreek has submitted an application for an amendment to the Official Plan to modify the site-specific policies applicable to the Lands. The application (file no. OP1201) seeks to modify the range of permitted uses to include a food store and allow building permits to be issued no sooner than September 1, 2012. Silvercreek submits that policy 9.13.2.5 should be revised to reflect the modifications sought by Silvercreek's Official Plan Amendment application.
12. The Minutes of Settlement between the City and Silvercreek indicate that the City would bring forward an amendment to its Brownfield Community Improvement Plan to permit retroactive applications under the TIBGP, for eligible costs, notwithstanding the fact that the costs were not pre-approved by the City. We would request that such an amendment be brought forward.

Our client will continue to follow the Official Plan review and reserves the right to provide additional comments as the process unfolds.

We would be pleased to discuss our comments further with Staff.

Yours truly,

AIRD & BERLIS LLP



Steven A. Zakem
SAZ/TH/ly

c: Matthew West, Silvercreek Guelph Developments Limited
Astrid J. Clos, Planning Consultant
Al Hearne, Manager of Development, City of Guelph

12125714.2



March 28, 2012

Guelph City Hall
1 Carden Street
Guelph, Ontario
N1H 3A1

Attention: Todd Salter, General Manager, Planning and Community Services

Dear: Mr. Salter

RE: **Envision Guelph – Released January 30, 2012**
Thomasfield Homes Limited, 99 Maltby Road

Thomasfield Homes Limited is the owner of 99 Maltby Road. This property is approximately 32 hectares in area. The current use is agricultural.

Current Official Plan

The current City of Guelph Official Plan (November 2006 Consolidation) Schedule 1 – LAND USE PLAN designates this property as Reserve Lands, Core Greenland and Non-Core Greenland Overlay. The purpose of the Reserve Lands designation (section 7.16) is;

“b) To outline areas that may be required for future urban **expansion beyond the year 2021.**”

Schedule 4 – STAGING OF DEVELOPMENT includes the subject property in the Stage 2 area. Also included in the Stage 2 lands is the Hanlon Creek Business Park which is now being developed. The portions of the Stage 2 lands along the Hanlon Expressway are also being developed as the Southgate Business Park.

“4.2.2 b) STAGE 2

Priority for the extension of municipal trunk services to support new urban development shall be given to those lands designated as Stage 2 servicing areas. Development proposals in Stage 2 areas will be considered as services become available to the various parcels, and Council indicates that the City is prepared to provide the required trunk services. The implementing Zoning By-law, and its associated amendment process, may be used as a regulatory mechanism to prevent pre-mature zoning of land for activities that do not have adequate municipal services associated with them.”

South Guelph Secondary Plan (OPA No. 2)

Official Plan Amendment No. 2 is the South Guelph Secondary Plan approved by the Minister August 17, 1998. The purpose of this document as stated in OPA No. 2 is,

“The purpose of this Secondary Plan is to introduce new planning policies for southern areas that were annexed by the City from the Township of Puslinch in 1993.”

The final report with respect to the annexation dated 1990-91, *“recommended the annexation of approximately 4,300 acres of land from the Township of Puslinch and the Township of Guelph to the City of Guelph to accommodate the long-term growth of the City for a 20 year period.”*

Based on the calculations used by the City to justify the annexation of the Clair-Maltby lands in 1993, the Clair-Maltby lands were needed to accommodate development that would occur by 2011.

OPA No. 39 Local Growth Plan

Schedule 1B – GROWTH PLAN ELEMENTS of OPA No. 39 designates the subject property as “Greenfield Area” with a minimum target density of 50 residents and jobs per hectare.

“2.4.4.1 The City will meet the forecasted growth within the settlement area through:

- c) planning for a **minimum density of 50 residents and jobs per hectare in the greenfield area.**”*

Existing Township of Puslinch Zoning

The subject property was included in land annexed into the City in 1993. The Township of Puslinch Zoning is retained on the subject property. The property is in the Agricultural A Zone and the Hazard H Zone.

Envision Guelph (Released January 30, 2012)

We have reviewed the proposed Draft Official Plan and are providing the following comments with respect to the subject property.

Draft Schedule 2: Land Use Plan, proposes to designate the subject property as “Reserve Lands” and Significant Natural Area (currently under appeal). A new boundary has been included on this schedule delineating a “Secondary Planning Area” which now includes the subject property.

Section 9.10 of the Official Plan states that the *“Clair–Maltby lands may be required for future urban development **beyond the year 2031.**”* These lands were annexed in 1993 by the City from the Township of Puslinch on the basis that there was a need for these lands **by 2011**. The Clair –Maltby lands should be a priority for the City to expedite for development. These lands should be included in the Places to Grow targets to 2031. The Clair-Maltby lands should be included in Stage 3 on Schedule 6 and it should be a priority for the City to initiate and complete a Secondary Plan for this area.

Draft Schedule 6 – STAGING OF DEVELOPMENT, proposes a dramatic change in comparison with the current Official Plan. The subject property is within Stage 2 under the current Official Plan, which is the same staging as the Guelph Innovation District York District Lands) and the Hanlon Creek Business Park. Whereas the draft Official Plan is proposing a significant change in the timing from Stage 2 to Stage 4 for the subject property. (by contrast the York District Lands are proposed as Stage 3)

The importance of including the “Reserve Lands” in the Clair-Maltby area within the Places to Grow population target is demonstrated by Tables 1 to 3.

Table 1: Guelph Total Land Area	
	hectares
Natural Heritage System ¹	1,947
Urban Growth Centre and Built-Up Area	5,586
Greenfield Areas	1,317
Guelph Total Land Area	8,850
¹ <i>Natural Heritage System lands under appeal</i> (Source: Thomasfield Homes Limited, March 20, 2012)	

Table 2: Estimated Area for Future Residential Development in Greenfield Areas¹	
	hectares
Northeast (Woodlawn-Victoria)	24
East (Grange-Watson)	3
East (York District Lands) ²	61.8
Southeast (Arkell-Victoria)	33.8
Northwest (Elmira Rd-Speedvale)	0
South (Clair-Gordon-Maltby) ³	173
TOTAL	+/- 295.6
¹ <i>Estimated vacant residentially designated land</i> ² <i>Assumes that of 206 ha gross developable 30% is for residential land uses</i> ³ <i>Includes “reserve lands” and residentially designated lands in south-end, assumes these lands form part of urban land supply pre-2031</i> (Source: Thomasfield Homes Limited, March 20, 2012)	

As shown in Table 1, the City has identified 1,317 hectares of Greenfield Areas, however, portions of the Greenfield Areas are slated for non-residential development such as the Hanlon Creek Business Park. Table 2 summarizes the amount of residential land available within the Greenfield Areas. Based on this estimation, there is roughly 300 hectares of land available for residential development in the Greenfield Areas.

Places to Grow requires that Greenfield Areas meet a minimum density target of 50 persons per hectare. Based on 300 hectares being available in Guelph for residential development in the Greenfield Areas from Table 2, under 5,000 units can be developed in the Greenfield Areas available for residential development. This is a shortfall of approximately 11,000 units to meet the Places to Grow target.

Table 3: Available Units Based on Table 2	
Greenfield Areas identified for future residential development (from Table 2)	295.6 hectares
Places to Grow target for Greenfield Areas Persons per hectare	50 persons per hectare
Places to Grow target for Greenfield Areas Units per hectare (3 persons per unit)	16.67 units per hectare
UNITS in Greenfield Areas identified for future residential development (50 persons per hectare)	4,928 units
Places to Grow Target for units in Greenfield Area to 2031	15,960 units
The residential Greenfield Area land supply in Guelph is deficient by approximately	11,032 units
<i>(Source: Thomasfield Homes Limited, March 20, 2012)</i>	

It is important that initiation of the Secondary Plan be made a priority for the Clair-Maltby area. The subject lands should not be placed in a "Stage 4" designation given the importance of the "Reserve Lands" to meet the Places to Grow targets by 2031.

Please provide us with notice of any upcoming meetings and further drafts of the Official Plan being released. We would like to meet with you to review our position with respect to these proposed policies.

Yours truly,



Tom Krizsan
President

cc: Mayor Farbridge and Members of Council
Astrid J. Clos Planning Consultants (via email)



ZELINKA PRIAMO LTD
A Professional Planning Practice

VIA EMAIL AND REGULAR MAIL

March 29, 2012

Clerk's Department
 City of Guelph
 City Hall, 1 Carden Street
 Guelph, ON
 N1H 3A1

Attention: Mr. Blair Labelle, City Clerk

Dear Mr. Labelle:

**Re: City of Guelph Draft Official Plan Amendment Number No. 48
 Preliminary Comments on Behalf of Loblaw Properties Limited
 Guelph, Ontario
 Our File: LPL/GPH/04-01**

We are the planning consultants for Loblaw Properties Limited (Loblaw) for City of Guelph draft Official Plan Amendment No. 48 (OPA 48). Loblaw is the owner or lease holder of the following lands within the City of Guelph, including lands that are currently subject to planning approvals:

- The vacant lands at 115 Watson Parkway North (formerly 72 Watson Road North), which are subject to a Zoning By-law Amendment Application (File No. ZC0512) and an application for Site Plan Approval (File No. SP05C051);
- The vacant lands at 1750 Gordon Street, which are subject to an application for Site Plan Approval (File No. SP07C013). Please note that GSP Group are the agents for the application and have been copied on this letter;
- The existing Zehrs store at 1045 Paisley Road;
- The existing Zehrs store at 297 Eramosa Road, which is subject to an application for Site Plan Approval (File No. SP11C027);
- The existing No Frills store at 191 Silvercreek Parkway North;
- The existing No Frills store at 35 Harvard Road; and
- The existing Zehrs store at 160 Kortright Road West.

On Thursday April 29, 2010 Loblaw was made aware of the draft Official Plan Amendment No. 42 (OPA 42). Originally, OPA 42 was a comprehensive new Official Plan document that would replace the current Official Plan. On behalf of Loblaw, we submitted preliminary comments dated May 20, 2010. The Statutory Public Meeting was held on May 20, 2010, at which time Staff were directed by Council to proceed with the natural heritage system components of the draft Official Plan for Council's consideration and adoption. On July 27, 2010 Council passed OPA 42 and OPA 42 was approved with

modifications on February 23, 2011. On March 14, 2011, Loblaw Properties Limited appealed OPA 42.

On October 5, 2011, we met with Staff to discuss our concerns with policies from the original OPA 42, which the exception of the natural heritage policies as approved under OPA 48.

In January 30, 2012, a Staff Report was released with draft OPA 48, representing Phase 3 of the Official Plan update. The Staff Report included Staff responses to our comments on behalf of Loblaw dated May 20, 2010. On February 29, 2012 Loblaw was made aware of the April 2, 2012 Public Meeting for Guelph OPA 48.

On behalf of Loblaw, we have the preliminary comments as outlined below, and will continue to review the draft OPA 48 policies in more detail, and may provide further comments as required. Please note that the references below to "former Section" refers to the policies under the April 2010 draft OPA 42.

At this time, our preliminary comments for OPA 48 are as follows:

- We reiterate our general comments from May 20, 2010:
 - The ongoing Zoning By-law Amendment and Site Plan Approval applications as described above should continue to be considered under the current, in force, Official Plan and policies;
 - We respectfully suggest that there should be wording to provide for flexibility or a recognition that policies will be implemented and transitioned over the long term as development and intensification comes to fruition;
 - It would be appropriate to include wording for implementation of the Official Plan Amendment whereby existing development approved under previous amendments is deemed to conform to the Official Plan, and that minor extensions or expansions of non-conforming development are permitted without amendment. From the January 30, 2012 Staff response, it is noted "Transitional wording is not required in the OP to recognize existing approvals as these would be subject to relevant provisions of the Planning Act and related regulations. Any new applications for site plan or other type of development would be required to meet the policies in place at the time of application"; and
 - The overall Built Form, Public Realm and other urban design policies may not be appropriate to individual sites, and may result in unforeseen, adverse conditions if not implemented and interpreted in a flexible manner.
- Section 3.11.3: The policy that "Commercial uses within the Nodes will be integrated more fully with surrounding land uses and will accommodate mixed-use buildings" raises concerns as to flexibility, if commercial retail uses are required to be accommodated only within mixed-use buildings featuring residential uses.
- Sections 3.11.4 to 3.11.6: We have a concern over the requirement for concept plans and how concept plans are intended to be implemented. We are concerned that the use of concept plans may reduce flexibility, as they may be prescriptive. At the same time, there is a lack of clarity as to their status, whether land owners can comment on the concept plans, how the concept plans will be approved and if the concept plans can be appealed. Lastly, the use of the "Main Street area" terminology is unclear, as there is no definition and main streets are not

designated under draft OPA 48. It is not clear how concept plans and the “Main Street area” terminology relate to the policies under Section 5.8.11 for Road design, which states “Main Streets may be identified on arterial or collector roads in Downtown or in areas of existing or planned high density including Intensification Corridors and Community Mixed-Use Nodes.”

- Section 3.21.1.3 (formerly Section 5.4.2.3): A definition of “municipal services” is still not provided, and it remains unclear whether roads would be included. Clarification is requested.
- Section 8.2.10 (formerly Section 7.4.9): We continue to be concerned that there is a lack of flexibility in the Public Realm policies related to locating built form and placing principal building entrances towards the street and maintaining or extending a continuous building façade or streetwall along the street. From the January 30, 2012 Staff response, it is noted “Concerns about how a policy would be applied would be addressed by staff at the time of a development application. Many policies will have site specific and development specific solutions to achieving the policy direction.” We continue to suggest that “New development shall be designed...” be changed to “New development is encouraged to be designed...” in order to reflect Staff’s confirmation that site specific and development specific solutions will be required.
- Section 8.3.6 (formerly Section 7.5.6): The wording “where possible” has been removed from the existing policy 7.4.46.2, while the “visual access” wording is new. From the January 30, 2012 Staff response, it is noted “Staff continue to support the appropriate siting of parking including avoiding areas adjacent to natural heritage features *where feasible* [emphasis added].” We continue to be concerned that the policy no longer provides for flexibility and respectfully suggest that the wording “where possible” be reinserted as per the Staff response, while the term “visual access” lacks clarity. In addition, we are concerned that the lack of flexibility will create a conflict with Section 8.2.10 where built form is required to be placed adjacent to the street edge.
- Section 8.6.2 (formerly part of Section 7.8.1): The policy related to blank facades will impact upon commercial buildings where exterior walls may not have consistent windows at ground level due to the requirements of internal operations.
- Sections 8.10.1, 8.10.2 and 8.10.3 related to vehicle-oriented uses: In general our concern is that the policies are not flexible in terms of locating drive-through lanes and the requirement for the employment of a liberal use of clear glazing and openings for service stations facing the street, while there is a lack of clarity as to which zoning categories may restrict permissions for drive-through facilities.
- Section 8.12.5 (formerly Section 7.14.7): For 115 Watson Parkway North, the avoidance of parking adjacent to the proposed buffer for the natural heritage feature is difficult at best for commercial uses. It is not clear whether there must be an intervening building, or whether a landscape strip qualifies as a separator. If not the latter, then it would be impossible, not difficult to accommodate, since long buildings cannot be placed at both the street edge as required under Section 8.2.10 and the back of the lands as required under Section 8.3.6.
- Section 8.20.1 through 8.20.4 (Formerly Sections 7.22.1 through 7.22.4): We continue to have a concern with the lack of flexibility whereby urban squares “shall generally be included”, while the lands for urban squares would only be

provided through easement or dedication and not through expropriation or purchase, while urban squares would not be considered as part of parkland dedication when held under private ownership (Section 7.3.5.4).

- Community Mixed-Use Centre:
 - Section 9.4.2.b): It is unclear how the use of the term “main street” relates to Section 5.8.11 as noted above.
 - Section 9.4.2.1 (formerly Section 8.5.1.2.2): It would appear that “...with a node” should be “... within a node”.
 - Section 9.4.2.2 (formerly Section 8.5.1.2.3): We are concerned with the policy that “Implementing Zoning By-laws may include mechanisms, such as minimum height and density requirements and maximum parking standards, to promote the efficient use of the land base” in the context of our comments below, including for Section 9.4.2.18.
 - Section 9.4.2.3: As outlined below, we are concerned with the policies related to concept plans as per the policies of Section 3.11.
 - Section 9.4.2.4: Within the context of Section 3.11.3, it is not clear whether residential uses are required to be incorporated into retail commercial buildings.
 - Section 9.4.2.6 (formerly Section 8.5.1.2.5): We are concerned with the general lack of flexibility. It is unclear how the use of the term “main street” relates to Section 5.8.11. We are unsure as to the reasoning for limiting store widths. As noted above, we are concerned with the requirement for multi-storey buildings as outlined below, and it is unclear whether medical office and dentist uses will be limited on the ground floor.
 - Section 9.4.2.9 (formerly Section 8.5.1.2.8): We are concerned with the limitations on length of frontage along arterial roads that may be used for surface parking as to how this may impact upon 1750 Gordon Street and the proposed parking field in front of the store.
 - Section 9.4.2.12 (formerly Section 8.5.1.3.1): We request clarification as to the removal of the reference to the permission that would include restaurants.
 - Section 9.4.2.16 (formerly Section 8.5.1.3.5): There is a lack of clarity as to the definition of “main street-type environment” and of “peripheral sites” and how the policy will be interpreted for lands such as 115 Watson Parkway North and 1750 Gordon Street. From the January 30, 2012 Staff response, it is noted “Peripheral site means that large buildings would be situated away from intersections and main streets to allow for improved building placements along street frontages.” With our concerns related to the main street terminology as outlined above, it is unclear how “peripheral site” will be interpreted for 115 Watson Road, where under the Staff illustration of the policies from the Open Houses a “main street” is shown running across the lands and for 1750 Gordon Street where the site is oriented parallel to Gordon Street.
 - Section 9.4.2.18 (formerly 8.5.1.4.5): It is not clear whether expansions to existing buildings would need to be a minimum of two (2) storeys of usable space. There is a lack of flexibility, for example, for the permitted freestanding individual retail uses exceeding 5,575 sq. m, while it is not clear whether a partial mezzanine would satisfy the 2 storey requirement for “usable space”. In addition, we note our concerns above over the “main street” terminology,

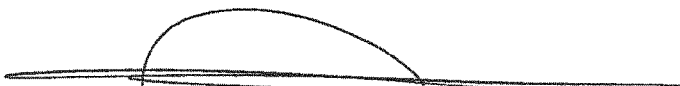
since for example for 115 Watson Road, under the Staff illustration of the policies from the Open Houses, a "main street" is shown running across the lands. From the January 30, 2012 Staff response, it is noted "Policy related to minimum building height of 2 storeys has been revised to indicate that the minimum height is required only along arterial and collector roads and identified 'main streets'." Clarification is requested.

- Mixed-Use Corridor:
 - Section 9.4.3.9 (formerly Section 8.5.2.4.4): For the minimum height of two (2) storeys buildings fronting onto arterial and collector roads, it is not clear whether the requirement would apply to expansions to existing buildings.
- Neighbourhood Commercial Centre:
 - Section 9.4.4.14 (formerly Section 8.5.3.3.4): Clarification is requested as to whether a second floor mezzanine within a commercial building would be considered an "upper floor".
 - Section 9.4.4.15 (formerly Section 8.5.3.4.2): For the minimum height of two (2) storeys for buildings fronting onto arterial and collector roads, it is not clear whether the requirement would apply to expansions to existing buildings.

Should you have any questions, or require further information, please do not hesitate to call. In addition, we have previously requested notification of any further meetings with respect to this matter as well as notice of the Official Plan Amendment.

Yours very truly,

ZELINKA PRIAMO LTD.


FOR: Jonathan Rodger, MScPI, MCIP, RPP
Senior Planner

- cc. Loblaw Properties Limited (Via Email)
Mr. Steven Zakem, Aird & Berlis LLP (Via Email)
Mr. Tom Halinski, Aird & Berlis LLP (Via Email)
Mr. Hugh Handy, GSP Group (Via Email)
Mr. Al Hearne, Acting Manager of Development, City of Guelph (Via Email)
Ms. Melissa Aldunate, Senior Policy Planner, City of Guelph (Via Email)

March 30th, 2012

Mr. Blair Labelle
City Clerk
City of Guelph
City Hall
1 Carden Street
Guelph ON N1H 3A1

Re: Official Plan Update (OPA 48)

Dear Mr. Labelle:

Thank you for the opportunity to provide comments regarding the City's proposed Official Plan update. We have been involved in the review process and attended a number of meetings with City staff to discuss same. In addition, we have participated in this initiative as part of the Guelph Wellington Development Association.

We would like to commend City staff for undertaking this significant initiative which will assist in shaping future growth in the City to the year 2031. We are generally supportive of the principles to guide the community into the future and in particular intensification efforts and opportunities related to the downtown area. In addition, we believe that an appropriate mix of housing types is necessary to accommodate the needs of residents across the City including the lands outside the built up area identified on Schedule 1.

In our review of the draft document, we have concerns about and feel that a number of policy areas require further consideration and review by staff. These include the following:

- Need to ensure that population and employment targets can be accommodated within the urban area boundary identified in Schedule 2 (Sections 3.2 and 3.3)

728 VICTORIA RD., S.
UNIT #1, GUELPH
ONTARIO N1L 1C6

T. 519 826 6700
F. 519 826 6701

- Affordable housing target levels place onus exclusively on new development to accommodate such needs yet should rely on opportunities within existing housing stock as well (Section 7.2.1)
- Urban design details in particular those that would limit the ability to brand and therefore market new communities need to be reconsidered and eliminated (Sections 8.4.7 and 8.4.8)
- Approval of secondary plans as outlined in the general provisions of the new official plan could raise conformity issues (Section 9.12.1)
- Density provisions may limit the consideration of development in subsequent secondary plans in particular the proposed Downtown Secondary Plan (Section 9.3.5)
- Proposed policies related to 'Protecting What is Valuable' (Section 4) seem overly onerous on the proponent of development when Provincial legislation and Conservation Authority regulations and provisions already prevail (Sections 4.4.1 and 4.4.4)
- Built form provisions in high rise buildings related to underground parking need to be practical due to cost implications (Section 8.9)
- Private roads are generally discouraged yet will continue to form important components of condominium developments on a go forward basis (Section 5.6.3)
- Open space area, linkage and urban square requirements should form part of the five percent parkland dedication requirements of any development (Sections 7.3.1.8 and 7.3.2)
- Lands identified as 'Special Study Area' within the southeast quadrant of Stone Rd East and Victoria Rd South should be designated as 'Mixed Use' to accommodate retail, office and a variety of residential uses (Schedule 2)

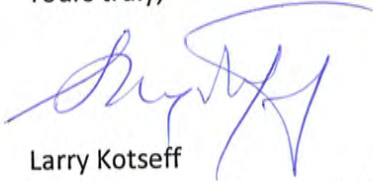
In our view, the proposed official plan document needs to provide guidance regarding the future development of the City. At the same time, it is respectfully submitted that the proposed plan should provide a level of flexibility to accommodate market shifts and other changing circumstances over the planning period. In general, we suggest that the prescriptive nature of many of the policies proposed in the draft official plan be left to the zoning and site planning stages.

728 VICTORIA RD., S.
UNIT #1, GUELPH
ONTARIO N1L 1C6

T. 519 826 6700
F. 519 826 6701

We look forward to continuing our discussions with City staff in addressing the above matters and concerns in greater detail.

Yours truly,



Larry Kotseff
Vice-President, Planning & Development

Cc Lee Piccoli, Fusion Homes
Todd Salter, City of Guelph
Melissa Aldunate, City of Guelph

728 VICTORIA RD., S.
UNIT #1, GUELPH
ONTARIO N1L 1C6

T. 519 826 6700
F. 519 826 6701

March 30, 2012

Guelph City Hall
1 Carden Street
Guelph, Ontario
N1H 3A1

Attention: Todd Salter, General Manager, Planning and Community Services

Re: **Envision Guelph – Released January 30, 2012**
Public Meeting April 2, 2012

The Guelph and District Home Builder's Association has reviewed the Draft Official Plan and provides the following comments.

Section 4.7.4.1 of the Draft Official Plan states that, "*New residential, commercial and institutional development shall achieve an **improvement of 1.5% per year over the 2012 Ontario Building Code energy efficiency requirements.***" This arbitrary 1.5% amount cannot be implemented or regulated by the Building Department. This section should be removed from the Official Plan.

Section 5.6.3 states that, "*Generally, **private roads shall be discouraged.** Where permitted they shall generally be **designed to be publicly accessible.***" Private roads are required for cluster townhouse sites, for example, and will help the City achieve its *Places to Grow* population targets. How or why would a private road be designed for public access? This section should be removed from the Official Plan.

Section 6.6.3 states that, "*The City will facilitate a reduction in energy consumption for the construction and servicing requirements of subdivisions and other development by **requiring gravity feed sanitary sewers.***" This section should be amended to include the words "where possible" since gravity sewers are not always physically possible to provide.

In section 7.2.1.2 the target of "**3% affordable rental housing units**" for new development should be removed from the Official Plan since the City cannot regulate or control the tenure of housing.

In Section 9.9 the completion of the **Secondary Plan for the Clair-Gordon Area** is discussed. The Official Plan must be revised to make this a high priority for the City. These lands are required to meet the *Places to Grow* targets for Guelph. The employment lands coming on stream will be negatively impacted by the lack of housing available for employees. The current constrained supply of land in Guelph will have a negative impact on the cost of housing throughout the City.

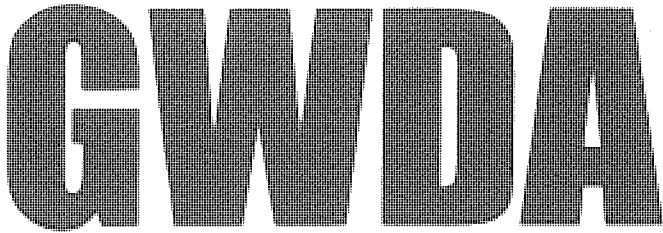
Please provide me with notice of any upcoming meetings and further drafts of the Official Plan being released. We would like to meet with you to review our position with respect to these proposed policies and our suggested policy changes.

Yours truly,


Glenn Anderson, President

cc: Mayor Farbridge and Members of Council

(gdhba Envision Guelph.doc)



March 30, 2012

Guelph City Hall
1 Carden Street
Guelph, Ontario
N1H 3A1

Attention: Todd Salter, General Manager, Planning and Community Services

Re: **Envision Guelph – Released January 30, 2012**
Public Meeting April 2, 2012

The Guelph Wellington Development Association was founded in 1970. The mandate of our Association includes “*promoting the development of the City of Guelph in an orderly manner and upholding the use of sound planning principles.*” Our industry creates jobs and prosperity. Our members are innovative and lead with sustainable and progressive projects.

The members of our Association have spent countless volunteer hours reviewing the draft Official Plan, attending meetings and providing comments, which for the most part, have been politely received by City staff and then dismissed. Guelph Council must provide the political leadership to empower City staff to dare to be business friendly while implementing the quadruple bottom line. (social, economic, environment, culture) As acknowledged by the City’s Prosperity 2020 Report and the Operational Review, Guelph must work hard to stimulate prosperity and investment rather than drive it away.

The GWDA comments related to the Draft Official Plan are included in the attached chart. Our members sincerely require meaningful changes to the policies in the proposed Official Plan. Important issues are raised in these detailed comments including,

1. One of the most pressing needs is the completion of the **Secondary Plan for the Clair-Gordon Area**. The Official Plan must be revised to make this a high priority for the City. These lands are required to meet the Places to Grow targets for Guelph. The employment lands coming on stream will be negatively impacted by the lack of housing available for employees. The current constrained supply of land in Guelph will have a negative impact on the cost of housing throughout the City.
2. The **affordable housing** target should not be included into the Official Plan until the Affordable Housing Strategy has been approved by Council. The Affordable Housing Strategy must include the existing housing supply in the analysis in order to create a realistic affordable housing target for Guelph.
3. The **urban design** policies must be re-evaluated based on the timing of their implementation (ie. at site plan, not rezoning) and the ability to implement these policies in the context of market realities.
4. The **mixed use** policies must be revisited to ensure that a density of development will actually be constructed to support transit and walkability.

Please provide me with notice of any upcoming meetings and further drafts of the Official Plan being released. We would like to meet with you to review our position with respect to these proposed policies and our suggested policy changes.

Yours truly,

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

Alfred Artinger, P. Eng.
President

cc: Mayor Farbridge and Members of Council
Ann Pappert, CAO

(gwda Envision Guelph Comments.doc)

GWDA Envision Guelph Comments (March 30, 2012)

Section	Envision Guelph (January 30, 2012 OP Update Phase 3 OPA No. 48	GWDA AND GDHBA comments
3.2.2 ii)	<p>i) planning for a population forecast of 175,000 people by the year 2031;</p> <p>ii) promoting a steady rate of growth equivalent to an average population growth rate of 1.5% annually, which will allow growth to keep pace with the planning of future physical <i>infrastructure</i> and <i>community infrastructure</i>; and</p> <p>iii) ensuring the employment growth in the City is planned to keep pace with population growth by planning for a minimum of 92,000 jobs by the year 2031.</p>	<p>Is an annual average population growth rate of 1.5% adequate to meet the population target of 175,000 people by 2031?</p>
3.11	<p>Community Mixed-use Nodes</p> <p>2. The Community Mixed-Use Nodes will be planned and designed to:</p> <p>ii) provide a mix of commercial, offices and residential development in a higher density <i>compact urban form</i> that supports <i>walkable communities</i> and <i>live/work</i> opportunities; and</p>	<p>The City has presented the revised policies as not requiring residential development in the Community Mixed-Use Nodes. What will the implementing zoning be for the policy requiring a mix of commercial, offices and residential? Residential should not be required in the implementing zoning.</p>
3.14.5	<p>Regeneration areas are areas where a transition of use from industrial to another use is anticipated during the planning horizon of this Plan. Typically, these areas consist of isolated or fragmented sites outside of established or proposed industrial or business parks. The transition of use may be desirable to support improved land use compatibility or to promote reinvestment in underutilized areas of the City. The City may conduct planning studies to determine appropriate future uses for regeneration areas.</p>	<p>Where are these regeneration areas located? Are they shown on a schedule within the OP? The wording of the policy should specifically state that a comprehensive municipal review is not required to change these regeneration areas from industrial to residential for a site specific application.</p>
3.16.2	<p>Development will be prohibited within defined features in accordance with the <i>Natural Heritage System</i> provisions of this Plan.</p>	<p>OPA No. 48 should not preclude the OPA No. 42 appeals related to the natural heritage strategy.</p>
3.2.1.2.1	<p>Development Priorities Plan</p> <p>iii) sets an annual limit for the creation of potential dwelling units from registered <i>plans of subdivision</i>;</p>	<p>Is this consistent with the PPS and Places to Grow and meeting the targets?</p>
4.3.3.1	<p>Source Protection</p> <p>i) protect wetlands and other areas that make significant contributions to <i>groundwater</i> recharge;</p>	<p>“Other Areas” that make significant contributions to <i>groundwater</i> recharge can continue to do so after they are developed. Development should be permitted in these</p>

		“Other areas” when groundwater recharge targets can be met. “Steep slopes” should be a defined term in the Official Plan.
4.4.2.1	Erosion Hazards and Hazardous Sites <i>Development within erosion hazards, steep slopes or hazardous sites may only be permitted where...</i>	
4.4.2.8	viii) no adverse environmental effects will result. Areas within the built up portion of the City with slopes greater than 20% may also be required to prepare a Soils Stability and Geotechnical Analysis or engineering assessment by a qualified geotechnical engineer, that ensures slope stability, positive storm drainage and public safety are addressed, to the satisfaction of the City and the Grand River Conservation Authority.	What is the significance of 20% slopes?
4.4.3.1	Notwithstanding the designated land use identified on Schedule 2, future <i>development</i> may be restricted or controlled on lands on, or adjacent to lands identified as Landfill Constraint Areas.	What is the basis for restricting development on designated land?
4.4.4	Potentially Contaminated Properties Potentially contaminated sites are properties where the environmental condition may have potential to cause <i>adverse effects</i> on human health, ecological health or the natural environment.	The MOE definition should be used in the Official Plan.
4.4.5	Noise and Vibration	Vibration policies requiring studies have been added to the OP, however there are no MOE Guidelines related to vibration. What standards will these vibration studies be based on?
4.5	The City recognizes that mineral aggregates are valuable non-renewable resources that are required for most types of construction. Within the corporate boundaries of the City there are limited deposits of mineral aggregate resources remaining .	Is this accurate? Are there mineral aggregate deposits protected by the PPS located south of the Clair Road within the corporate boundaries of the City? What does the MNR aggregate mapping show for this area?
4.5.6	<i>Wayside pits and quarries, portable asphalt plants and portable concrete plants</i> used on public authority contracts are allowed without the need for an Official Plan Amendment, rezoning or development permit in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.	Are significant landforms of “particular environmental sensitivity”?
4.6.1	Community Energy The City will establish polices...	The Official Plan must include policies which can

4.7.2.2	Local Renewable and Alternate Energy Generation The City will establish polices...	be reviewed and evaluated <u>not</u> direct the City to “establish” policies.
4.7.4.1	Building End-Use Energy Efficiency New residential, commercial and institutional development shall achieve an improvement of 1.5% per year over the 2012 Ontario Building Code energy efficiency requirements.	What is the legal basis for this policy? This policy should be deleted.
4.8	j) To identify, evaluate and <i>conserve heritage trees</i> which satisfy the criteria for determining <i>cultural heritage value or interest</i> as prescribed by regulation under the <i>Ontario Heritage Act</i> . (O Reg 9/06)	What are the criteria for heritage trees?
4.8.2.4	i) maintaining the original location and orientation to the street and lot pattern;	Add “where possible.”
4.8.8.2	Where <i>heritage trees</i> have been identified by the City, they will be protected to the fullest extent possible while having regard to the health of the tree and public safety.	What does “protected to the fullest extent possible” mean?
5.1	Transportation System	Add a policy that, “The City will synchronize traffic signals on arterial roads to reduce idling at red lights, encourage the posted speed limit to be obeyed and lessen delays to transit vehicles.
5.6.3	Generally, private roads shall be discouraged . Where permitted they shall generally be designed to be publicly accessible .	Why are private condo roads discouraged? How can a private road be designed to be publicly accessible? Will private roads be required to have a 20m wide road allowance? Private roads are required to develop infill sites.
6.3.3	Wastewater Treatment The City will facilitate a reduction in energy consumption for the construction and servicing requirements of subdivisions and other development by requiring gravity feed sanitary sewers.	Should add “where possible”.
6.6.1	Site Alteration The City will regulate site alteration prior to development, through the Site Alteration By-law, in an effort to: maintain significant landforms; preserve topsoil; minimize impacts on watercourses; minimize flooding or ponding; and preserve vegetation.	Backdoor protection of significant landforms. What makes a slope significant?
7.2.1.2	The annual <i>affordable housing</i> target requires 30% of all new residential development to constitute <i>affordable housing</i> . The target includes an annual target of 27% affordable ownership	Section 1.4.3 of the PPS requires planning authorities to provide for an appropriate range of housing types and densities as well establishing

	<p>units and an annual target of 3% affordable rental housing units.</p> <p>3. An additional separate annual target of 6% of all new residential development has been established for <i>social housing</i>.</p> <p>4. While not part of the annual <i>affordable housing</i> target, the creation of approximately 90 accessory apartment units annually will be encouraged.</p>	<p>minimum targets for affordable housing. The PPS does not dictate what this target should be.</p> <p>The proposed affordable housing target is too high for Guelph.</p> <p>The 3% affordable rental housing target should be removed from the policy since tenure cannot be regulated or implemented by the City.</p> <p>The target should consider how much of the current housing stock meets the affordable housing definition. This is important knowledge to assist the City in creating a target for the future.</p> <p>The affordable housing target should not be included in the Official Plan until the Affordable Housing Strategy has been approved.</p>
7.3.1.8	<p>To improve attractiveness, continuity, accessibility and utility the City will develop linkages between parks at different levels of the park hierarchy. Such linkages may consist of:</p> <p>i) an environmental corridor, ecological linkage or open space area;</p>	<p>Linkages between parks should be included in the required parkland dedication.</p>
8.23.2	<p>Where appropriate, the Zoning By-law will be used to implement the urban design polices of this Plan and include regulations that promote compatibility in built form and appropriate infill projects.</p>	<p>Site Plan Control is the appropriate planning approval to implement urban design. Too many projects are being delayed in the City by urban design details at the time of the zone change application. Zoning applications should be concerned with land use.</p>
7.3.2	<p>Urban Squares</p> <p>Urban Squares will primarily be developed in areas of significant <i>intensification</i> in the City to address increased demands for recreation, parks and cultural opportunities.</p> <p>However, entrance features to new subdivisions that create an</p>	<p>Urban squares should be included in the required parkland dedication.</p>
8.4.8	<p>However, entrance features to new subdivisions that create an</p>	<p>Requirements for noise walls due to traffic or</p>

	appearance of a walled community are strongly discouraged.	other noise sources can be a condition of approval for new subdivisions. This should be recognized in the policy.
8.4.9	New controlled access or gated neighbourhoods or subdivision shall not be permitted.	Infill and intensification sites can require private condominium roads to allow the development of these sites. The target for the Places to Grow density targets will require that condominium development be permitted in the City. This policy is too broad and should be revised. Cluster townhouse blocks with private condominium roads have controlled access and should be continue to be permitted.
	5 minute and 10 minute walking time graphic of the Clair Gordon Node.	This graphic is a helpful tool but is not part of the Official Plan. There should be wording in the Official Plan that recognizes that the higher residential densities surrounding the Mixed Use designations support the commercial uses permitted in this designation.
9.4	Commercial and Mixed-use Designations “live/work opportunities and medium to high density residential uses.”	The commercial developers had discussed a concept with the City that these areas be designated as “Commercial” surrounded by higher density residential outside the commercial designation. This would support the commercial uses and walkability and being transit supportive but would not result in people living in the middle of a commercial parking lot. Either the limits of the Mixed Use node should be made larger or the name of the designation should be changed of the commercial node for the existing land area.
9.4.2.2	Implementing Zoning By-laws may include mechanisms, such as minimum height and density requirements and maximum parking standards, to promote the efficient use of the land base.	Proscriptive zoning can make a site unviable to develop. Much time is wasted during the rezoning process negotiating these controls requested by City staff at the last step in the process. Often sites that have been rezoned

9.4.2.4	<p>Residential uses are intended to be incorporated into Community Mixed-use Centres through the development of mixed-use buildings or medium or high density housing.</p>	<p>have to come back to revise the zoning again since the market cannot support the restrictions imposed on the zoning.</p>
9.4.2.6	<p>Community Mixed-use Centres are strongly encouraged to incorporate Main Street type development in strategic locations and will be planned and designed to reflect the following:</p> <ul style="list-style-type: none"> i) multi-storey buildings fronting onto the main street; ii) ground floor retail and service uses are strongly encouraged; iii) office uses at ground floor should be limited; iv) residential uses should be provided primarily above commercial uses in addition to some free-standing residential buildings; v) the width of storefronts should be limited to encourage pedestrian activity along the street; vi) urban squares, where appropriate; and vii) on-street parking. 	<p>There seems to be a disconnect between the proposed Official Plan policies and the market realities.</p> <p>If it cannot be implemented is it good public policy and should it be included in the Official Plan?</p>
9.4.2.8	<p>New streets parallel and adjacent to arterial or collector roads are prohibited.</p>	<p>This policy is not clear.</p>
9.4.2.11	<p>Development will be comprehensively planned and integrated with the overall Community Mixed-Use Node and in accordance with any applicable concept plans or urban design studies as per the policies of Section 3.11.</p>	<p>Section 3.11 should be clear that residential is not required in the implementing zoning.</p>
9.4.2.12	<p>Permitted Uses</p> <p>12. The following uses may be permitted in Community Mixed-use Centres, subject to the applicable provisions of this Plan:</p> <ul style="list-style-type: none"> i) commercial, retail and service uses; ii) live/work uses; iii) small-scale professional and medically related offices; iv) entertainment and recreational commercial uses; v) community services and facilities; vi) cultural, educational and institutional uses; 	<p>Residential uses should be directed to areas surrounding the Commercial Node.</p>

	<p>vii) hotels; viii) medium and high density multiple unit residential buildings; and ix) urban squares and open space.</p>	
9.4.2.18	<p>The minimum height is two (2) storeys for buildings fronting onto arterial and collector roads and identified main streets and the maximum height is ten (10) storeys.</p>	<p>The commercial nodes have not been sized to permit 2 to 10 storey buildings. Where are these “main streets” identified in the Official Plan? Usable 2 storey buildings should not be required in the policies. Guelph has not yet achieved the land values to support underground and structured parking. The most intensification will be achieved by single storey buildings with reduced parking requirements. When the Official Plan is reviewed every 5 years this could change over time. Requiring a usable second storey at this time will result in under leased second floors and smaller building coverage with more parking required. This will not support transit or walkability.</p>
9.4.2.19	<p>For freestanding residential <i>development</i>, the maximum <i>net density</i> is 150 units per hectare and the minimum net density is 100 units per hectare.</p>	<p>If medium density is permitted within the designation ie. townhouses, how will the minimum density of 100 units per hectare be achieved? What is the intent of this policy?</p>
9.4.2.21	<p>Underground or structured parking is encouraged.</p>	<p>Underground or structured parking is expensive to provide in this market and is not supported by the current land values.</p>
9.4.2.22	<p>Surface parking should generally be minimized, well landscaped and is subject to the Urban Design policies of this Plan.</p>	<p>What does “minimized” mean? Less than the parking required by the Zoning By-law?</p>
9.5.2.3	<p>Industrial Warehousing and indoor bulk storage of goods will primarily be directed to locate on industrially designated lands within the built up area where there is convenient access to the Hanlon Expressway or rail lines.</p>	<p>Warehousing should be primarily directed to the lands which are designated and zoned to permit Warehousing which includes the lands along the Hanlon Expressway with convenient access in the Greenfield Area.</p>
9.5.2.16	<p>A minimum height of 2 storeys is encouraged.</p>	<p>Warehouses are typically 28 to 40 feet clear height but are only single storey except potentially the office portion which may be 2</p>

9.5.2.17	The City shall plan to achieve an average density of 36 jobs per hectare on lands designated Industrial in the <i>greenfield</i> area.	stores. This should be clarified in the proposed Official Plan policy.
9.5.2.18	18. <i>Development</i> with densities of 36 jobs per hectare or more are highly encouraged to locate within the <i>greenfield</i> area.	The only Provincially mandated target for Greenfield Areas is the overall density target of 50 persons and jobs per hectare. Other municipalities updating their Official Plans have been using the combined jobs and persons target provided by the Province. They have not included a jobs only target for their employment lands. Guelph should also use this approach and delete the jobs only target from the Official Plan. It is not achievable.
9.9	Special Study Areas The Special Study Areas designation applies to the following areas as identified on Schedule 2:	Reserve lands south of Clair Road should be included as a Special Study Area.
9.10.3	Clair-Maltby 1. The Reserve Lands designation is applied to lands in the south of Guelph generally located south of Clair Road and north of Maltby Road. These lands form part of the longer term urban land supply to 2031 and beyond . 3. The redesignation of Reserve Lands to other land use designations will be considered through a Secondary Plan. The Secondary Plan will address the issues outlined in Section 10.2 of this Plan and will consider: i) whether City population and household forecasts justify the need for incorporating such land as part of the City's unconstrained short to medium term land supply; and ii) whether additional residential and non-residential lands are required and the basis for the requirement.	The need for these lands was established in 1993 when these lands were annexed into the City of Guelph. The Places to Grow population target be met by 2031 without these lands. The Secondary Plan should be initiated immediately for the Clair-Maltby lands.

KILMER BROWNFIELD MANAGEMENT LIMITED
SUITE 2700, SCOTIA PLAZA
40 KING STREET WEST, BOX 127
TORONTO, ONTARIO M5H 3Y2

April 2nd, 2012

Blair Labelle
 City Clerk
 City of Guelph
 1 Carden Street
 Guelph, ON N1H 3A1

Dear Mr. Labelle

Re: City of Guelph Official Plan Update Phase 3 (OPA 48)

We, Kilmer Brownfield Management Limited (Kilmer), managers of Arthur EMPC Four Limited, and owners of 5 Arthur Street South, Guelph, respectfully offer comments and seek clarification with respect to the following draft policies which form part of Official Plan Amendment #48 specifically with regard to Section 4.4.4 Potentially Contaminated Properties.

- Objective d) states that it is the objective of the Official Plan to *“ensure contaminated properties are remediated to appropriate Provincial or risk-based standards...”*

Kilmer notes that Ontario Regulation 153/04 (as amended by 511/09) of the Environmental Protection Act requires that properties meet either Generic Site Condition Standards or Risk Based Standards associated with the intended land use. Both standards are equally recognized as being Provincial Standards under the regulation. Kilmer suggests that the wording of Objective d) be revised to read as follows:

“To ensure that development properties are assessed and if necessary remediated in accordance with the proposed use and follow the requirements as set out in Ontario Regulation 153/04 (as amended by 511/09) of the Environmental Protection Act or as amended from time to time, which includes the option for either generic or risk based standards.”

- Objective a) states that it is the objective of the Official Plan to *“encourage and facilitate safe redevelopment of contaminated sites.”* Objective e) similarly reads *“to promote the redevelopment, restoration and revitalization of land and buildings located on potentially contaminated sites.”*

Kilmer notes that both Objective a) and e) are similar and suggests that Objective e) be deleted and Objective a) be revised to read as follows:

“To promote the redevelopment, restoration and revitalization of land and buildings located on potentially contaminated sites and contaminated sites.”

- Policy 1 states *“The following list represents current or past activities on a property that may cause or that may have caused environmental contamination:..”*

Kilmer notes that Column A of Table 2 of Schedule D contained in Ontario Regulation 153/04 (as amended by 511/09) of the Environmental Protection Act provides a comprehensive list of

potentially contaminating activities. Kilmer requests that revisions be made to reference this table to align the City's policies with the regulation.

- Policy 2 and Policy 3 i) require proponents of development to either “*document previous uses of a property or properties...*” or “*to submit a Phase I or Phase II Environmental Site Assessment...*”

Kilmer notes that the intent of Policy 2 and Policy 3 i) appear to be similar in nature. Kilmer suggests that Policy 3 be deleted and Policy 2 be reworded to read as follows:

“In accordance with O.Reg 153/04(as amended by 511/09)of the Environmental Protection Act or as amended from time to time, the City may require proponents of development to verify that a Phase I and/or a Phase II Environmental Site Assessment has been completed for a property or properties that are subject to a development application. The environmental site assessment(s) will be prepared:

i)In accordance with regulations and standards contained in Ontario Regulation 153/04 (as amended by 511/09)of the Environmental Protection Act or as amended from time to time.”

- Policy 4 states that “*the City will use all available information during the development application review process...to help ensure that development takes place only on properties where environmental conditions are suitable or have been made suitable...*”

Kilmer notes that *Ontario Regulation 153/04 (as amended by 511/09)of the Environmental Protection Act* has been established to ensure that properties with environmental issues are remediated to appropriate standards necessary to protect the health of humans and the natural environment. Kilmer requests that this policy be revised to read as follows:

“The City will assess all available information during the development application review process to verify that potentially contaminated properties are suitable or have been made suitable for the proposed use of the property in accordance with Ontario Regulation 153/04 (as amended by 511/09) of the Environmental Protection Act or as amended from time to time.”

- Policy 5 states that “*Prior to any development approval being given on a property identified by the City as potentially contaminated...*”

Similar to our second comment, Kilmer suggests that this policy be revised and the City adopt the Phase I and Phase II Environmental Site Assessment which includes a detailed assessment of potentially contaminating activities found in Ontario Regulation 153/04 (as amended by 511/09) of the Environmental Protection Act.

- Policy 7 states that “*Where the City determines that an independent peer review of the Environmental Site Assessment(s) is required..*”

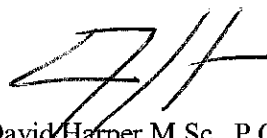
Kilmer requests clarification regarding Policy 7. Under what circumstances would City staff determine that a peer review is required? These circumstances should be listed to provide clarity (e.g. land conveyance).

Thank you for considering our comments and our request for clarification on the above noted policies that form part of draft OPA 48 and the City's Official Plan Review. We feel that our suggested changes will provide greater clarity regarding the redevelopment of environmentally impacted properties, including Brownfields, and will be consistent with Provincial policy which regulates the redevelopment of environmental impacted properties.

Yours truly,



Nikolas Papapetrou
Project Coordinator
Kilmer Brownfield Management Limited



David Harper M.Sc., P.Geo
President
Kilmer Brownfield Management Limited



64 Jardin Drive, Unit 1B
 Concord, Ontario
 L4K 3P3
 T. 905.669.4055
 F. 905.669.0097
klmplanning.com

File: P-1865

April 2, 2012

City of Guelph
 1 Carden Street
 Guelph, Ontario
 N1H 3A1

Attention: Mr. Blair Labelle
 City Clerk

Re: City of Guelph Official Plan Update (OPA 48)
Guelph Watson 5-3 Inc.
c/o Metrus Development Inc.
Part of Lot 5, Concession 3
City of Guelph

Dear Mr. Labelle:

KLM Planning Partners Inc. acts on behalf of Guelph Watson 5-3 Inc. in relation to their lands located on the north and south side of Starwood Drive, immediately west of Watson Parkway North along with a small parcel of land on the east side of Watson Parkway.

On behalf of Guelph Watson 5-3 Inc. we submitted an Official Plan Amendment application, Zoning By-law Amendment application and a Draft Plan of Subdivision application to the City of Guelph on August 31, 2011. Coincidentally, our public meeting is also scheduled for the same evening as the draft City of Guelph Official Plan. The submitted applications are to permit the following:

1. Redesignate the subject land from "Industrial" to "Mixed Use Node";
2. Rezone the subject land from "B.1 Industrial" Zone to a mix of zones that reflects the Draft Plan of Subdivision; and,
3. To permit a mix of street related townhouses, stacked townhouses, a commercial block, a parkette and recognize the existing library.

Further to our application submission and comments provided in writing to Ms. Marion Plaunt and dated March 31, 2010 as it relates to the City of Guelph Official Plan Amendment (then noted as OPA No. 42 and now OPA 48), our concerns continue to be as follows:

1. The draft land use schedule continues to propose three different land use designations for the Guelph Watson 5-3 Inc. lands on the north side of Starwood Drive, including High Density Residential, Medium Density Residential and Community Mixed Use Centre.

It continues to be our opinion that given the size (approx. 5.5 hectares excluding the library), configuration and the recently constructed library, it is our opinion the City is continuing to try and “shoe horn” too many land uses onto a small parcel of land.

The draft Official Plan sets out a maximum retail floor space for the “Watson Community Mixed Use Node Area” at 28,000 square metres. This is a continuation of the policy in the existing City of Guelph Official Plan. As noted in our earlier correspondence, we understand that Loblaws is planning on utilizing approximately 11,800 square metres which continues to leave a residual of 16,200 square metres of commercial floor area.

If the Guelph Watson 5-3 Inc. lands were to be developed exclusively with retail uses, at approximately 20% coverage it would only yield an estimated 11,000 square metres of retail floor space. It would seem as though the retail targets set for this node cannot be achieved and continue to be in direct conflict with the higher density residential development that is noted in the draft land use schedule.

2. The draft Official Plan continues to include a High Density Residential designation on the Guelph Watson 5-3 Inc. land. It continues to be our opinion this is not an appropriate location given that it is not adjacent to a major intersection, has limited transit opportunities in the area and is not compatible with the surrounding community which consists largely of single detached dwellings.
3. Based on the submission of our applications, it is our opinion the Guelph Watson 5-3 Inc. lands are better suited to be designated solely as Community Mixed Use Centre. However, the minimum density provision for the Community Mixed Use Centre designation for freestanding residential development is much too high which is set at a minimum of 100 units per net hectare.

Given that the Medium Density designation has a minimum density range of 35 units per hectare (minimum) to 100 units per net hectare (maximum) we feel the more appropriate range for the Community Mixed Use Centre designation is a minimum of 50 units per net hectare and a maximum of 150 units per net hectare. This density range will allow greater flexibility in the variety of housing forms that can be constructed in the Community Mixed Use Centre designation.

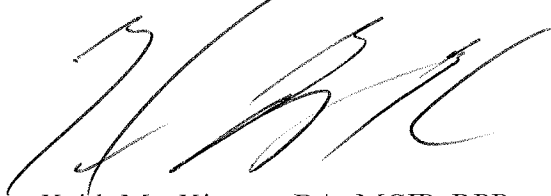
4. As a general comment, the draft Official Plan continues to set height limitations. In our opinion the height limitations should be removed, given this is typically and more appropriately dealt with through an implementing Zoning By-law.

Based on the above, it remains our opinion the Guelph Watson 5-3 Inc. land is better suited to develop with only the Community Mixed Use Centre designation and the remainder of the land which is proposed to be designated as Medium Density Residential and High Density Residential should be removed.

We trust our comments will be addressed in the subsequent draft of the Official Plan and we request to be notified of any decision Council makes on this matter.

Yours very truly,

KLM PLANNING PARTNERS INC.

A handwritten signature in black ink, appearing to read 'K MacKinnon', written over a faint, illegible printed name.

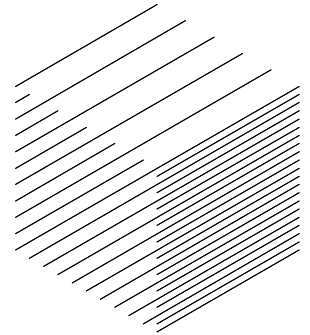
Keith MacKinnon, BA, MCIP, RPP
Partner

- cc. Mr. Fraser Nelson – Metrus Development Inc.
- cc. Mr. Peter Murphy – Metrus Development Inc.

**Walker, Nott, Dragicevic
Associates Limited**
Planning
Urban Design

April 2, 2012

City of Guelph
Community and Development Services
1 Carden Street
Guelph, ON
N1H 3A1



Attention: Mr. Todd Salter, MCIP, RPP
Acting General Manager, Planning Services

Dear Sir:

**Re: Guelph Official Plan Review
Draft Official Plan Amendment No.48
Our File 10-529**

90 Eglinton Avenue East
Suite 701
Toronto, Ontario
M4P 2Y3
Tel. 416/968-3511
Fax. 416/960-0172
e-mail: admin@wndplan.com
web: www.wndplan.com

As you are aware, we act as planning consultants to Arnel Corporation with regards to several of their land holdings in the westerly area of Guelph. Further to our recent meeting with City staff, we are taking this opportunity to provide some preliminary comments with respect to the most recent draft Official Plan ('OPA 48').

Mixed Use Nodes and Community Mixed Use Centre Designation

As discussed at our meeting, Arnel has a number of concerns regarding the policies related the 'Mixed Use Node' (which is an urban structure component of the Official Plan) and the Community Mixed Use Centre designation (which is a land use designation).

The intent of the 'Mixed Use Nodes' ('MUN') is to identify areas of the City wherein a more diverse and compact arrangement of land uses are intended to provide a focal points for intensified, mixed use development within the City. As such, the 'Mixed Use Nodes' encompass a number of properties and most importantly, a number of different, specific land use designations within a 5 - 10 minute walking distance of the Node's centre.

In contrast, the 'Community Mixed Use Centre' ('CMUC") is a specific land use designation applied to individual properties. This designation primarily arose from the City's earlier commercial policy review (OPA 29) and subsequent OMB decision regarding the Silver Creek lands. We understand that CMUC's form an integral (primarily commercial) component of the larger MUN's, with the intention than MUN's also generally capture surrounding multi-residential, community and other land use designations.

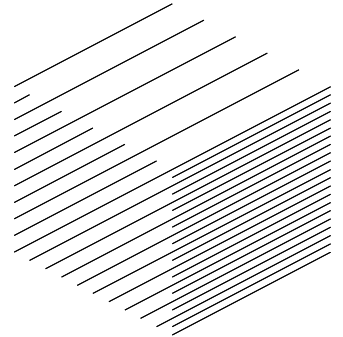
Peter R. Walker, FCIP, RPP
Wendy Nott, FCIP, RPP
Robert A. Dragicevic, MCIP, RPP
Senior Principals

Andrew Ferancik, MCIP, RPP
Senior Associate

Martha Coffey
Controller

In this regard, the 'Community Mixed Use Centre' designation forms one of a number of land use designations that may be found within the 'Mixed Use Node'.

Accordingly, in order to clarify the purpose and intent of the MUN, additional policy should be considered in order to clarify to policy intent of the larger areas considered as MUN's relative to the more concise boundaries of the CMUC's. At present, due in part to the cross-referencing of Section 3.11 (MUN) within Section 9.4.2 (CMUC), there is the potential for a conclusion to be reached that the CMUC designation represents the MUN. Our discussion regarding 'urban squares' under the CMUC policies as opposed to the MUN policies is an example of where such clarification would be of assistance in the implementation of these policies.



Further, there should be some policy flexibility to recognize that some MUN's are already nearly fully developed, while others have not yet developed, or are only partially developed. The policy should positively encourage and enable undeveloped MUN's to mature. Policies which are prescriptively regulatory should be eliminated or adjusted to provide the flexibility necessary to encourage and enable build out of MUN's in all parts of the city, on an equal footing. Building height and usability, parking fields and assignments, store front widths, and building massing are examples of prescriptive policy that can be problematic if contained within an official plan, such that what should be guidelines in effect become regulation.

We also discussed the need to clarify the floorspace assignments in CMUC's (in particular, the Paisley/Imperial CMUC) in order to ensure consistency with intent of OPA 29.

Other Commercial Designations

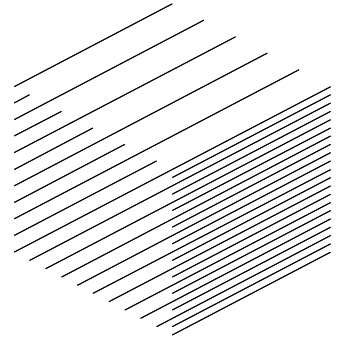
In addition to the Paisley/Imperial node, Armel owns many other commercial properties around the city identified as Service or Neighbourhood Commercial, or Mixed Use Corridor, and many of the comments listed above apply equally to these other land use designations.

Schedules

As discussed, we would request that the following matters relating to the OPA 48 schedules also be considered:

- Schedule 8: the existing pedestrian trail linkage should be shown leading to the Hanlon corridor from Silvercreek Parkway near Greengate.
- Schedule 2: the Natural Heritage System denotation at the westerly edge of the city, just south of Paisley Road, should be clarified.

- Various Schedules: a number of schedules indicate a re-aligned Whitelaw Road and/or the closure of the northerly portion of the existing Whitelaw Road (Schedule 7); as no formal approval of this road re-location/closure has occurred, these matters should not be included on the various schedules.



Concluding Remarks

Armel will continue to work collaboratively with the City staff with respect to draft OPA 48 and will provide more detailed comments. We would be happy to meet with you to discuss these comments and please do not hesitate to contact the undersigned with respect to any of the comments raised herein.

Yours very truly,

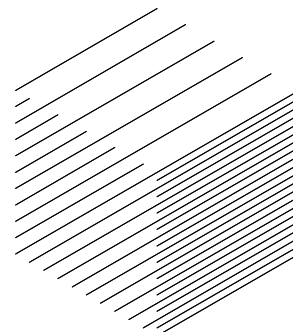
WALKER, NOTT, DRAGICEVIC ASSOCIATES LIMITED
Planning · Urban Design

Wendy Nott, FCIP, RPP
Senior Principal

cc. C. Corosky, Armel
City Clerk for Members of Council

April 11, 2012

City of Guelph
Community and Development Services
1 Carden Street
Guelph, ON
N1H 3A1



Attention: Mr. Todd Salter, MCIP, RPP
Acting General Manager, Planning Services

Dear Sir:

**Re: Guelph Official Plan Review
Draft Official Plan Amendment No.48
Our File 10-529**

90 Eglinton Avenue East
Suite 701
Toronto, Ontario
M4P 2Y3
Tel. 416/968-3511
Fax. 416/960-0172
e-mail: admin@wndplan.com
web: www.wndplan.com

As you are aware, we act as planning consultants to Arnel Corporation with regard to several of their land holdings in the westerly area of Guelph. Further to our previous submissions we are taking this opportunity to provide further comments with respect to the draft Official Plan ('OPA 48').

Mixed Use Nodes

As previously noted, Arnel has a number of concerns regarding the policies related the 'Mixed Use Node' (which is a 'Growth Plan Element' of the Official Plan) and the Community Mixed Use Centre designation (which is a land use designation).

The intent of the 'Mixed Use Nodes' ('MUN') is to identify areas of the City wherein a more diverse and compact arrangement of land uses are intended to provide a focal point for intensified, mixed use development. Conceptually, an MUN can encompass a number of properties and most importantly, a number of different, specific land use designations. We have reviewed your schedule illustrating this, which suggests an MUN radius based on a 5 - 10 minute walking distance of the Node's centre/main intersection.

We agree with this general depiction of an MUN, and suggest that additional policies be added to Section 3.11.1 to better describe this intent. These additional policies should explain that there will be a number of differing land use designations within the Node (as shown on Schedule 2) and that this diversity of land use designations over a wider area is the means by which the mix of uses will be achieved. Specifically, the 'Community Mixed Use Centre' ('CMUC') designation forms one of a number of land use designations that may be found within the 'Mixed Use Node' (you may wish to list the actual land use designations that will be found within the Node in Section 3.11).

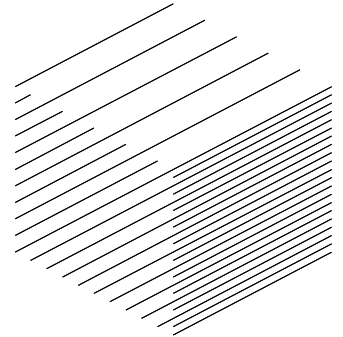
Peter R. Walker, FCIP, RPP
Wendy Nott, FCIP, RPP
Robert A. Dragicevic, MCIP, RPP
Senior Principals

Andrew Ferancik, MCIP, RPP
Senior Associate

Martha Coffey
Controller

This would, in our submission, assist in clarifying that the 'Community Mixed Use Centres' are not the same as the Nodes, but rather that the CMUC is a specific land use designation applied to individual properties within a Node. At present, due in part to the cross-referencing of Section 3.11 (MUN) within Section 9.4.2 (CMUC), there is the potential for a conclusion to be reached that the CMUC designation represents the complete MUN.

As previously noted, there should be some policy flexibility to recognize that some MUN's are nearly fully developed, while others have not yet developed, or are only partially developed. The policy should positively encourage and enable undeveloped MUN's to mature. Policies which are prescriptively regulatory should be eliminated or adjusted to provide the flexibility necessary to encourage and enable build out of MUN's in all parts of the city, on an equal footing.



Community Mixed Use Centre Designation

Similar to the expanded policies for MUNs suggested above, it would be useful under Section 9.4.2.1 and/or Section 9.4.2.2 to explain that the CMUC designation is one of the land use designations that contribute to the achievement of the MUN 'Growth Plan Element'. If this were done, then the cross-referencing of Section 3.11 found in Section 9.4.2.3 would be logical.

Section 9.4.2.10 is another example of the potential for confusion between the CMUCs and the MUNs. In this section, the language refers to the boundaries of the CMUC "... are intended to clearly distinguish the node as a distinct entity." Obviously, the boundaries of the CMUC designation do not equate to the boundaries of the MUN, since the MUN encompasses a larger area and a variety of land use designations.

The section goes on to reference establish of new nodes. This reinforces the potential for confusion in interpreting that the CMUC is the same as the MUN. We would suggest a review of this section with a view to moving policies that are clearly relating to the broader nodes into Section 3.11.

We would further suggest that the reference to residential uses in the CMUC should be one of 'encouraged' (Section 9.4.2.4) recognizing that that higher density residential uses within the MUNs are also achieved by specific residential land use designations in the broader area around each MUN.

As we discussed, Section 9.4.2.6 is particularly confusing. You indicated that the 'Main Street' area of a CMUC is established through the MUN concept plans required under Section 3.11.5 and we would suggest that clarifying language be added to Section 9.4.2.6 in this regard.

In our submission, the Urban Design policies found in Section 8 reflect more than just the “aesthetic character of the site and building design” as referenced in Section 9.4.2.7 and further, the translation of these urban design policies may differ for each of the CMUC areas. We would suggest that this section be re-worded to indicate that “development shall be consistent with the urban design policies of this Plan and any applicable urban design guidelines, while recognizing the unique context of each property designated CMUC.”

Section 9.4.2.9 indicates that the Zoning By-law will prescribe the maximum street frontage occupied by surface parking. However, this quantitative approach to street frontages does not acknowledge the variety of design techniques that can be used to address the interface between surface parking and the street (including the pedestrian realm). We suggest that this section be re-worded as a positive policy directive indicating that the relationship between surface parking areas and arterial roads will be addressed through various means such as streetscape/landscape design, building placement and zoning controls.

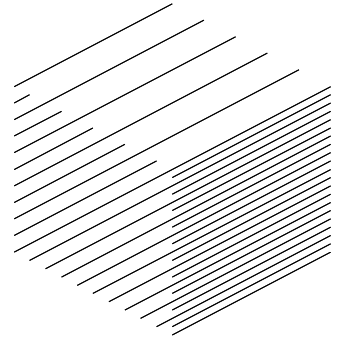
Section 9.4.2.12 indicates that medium density residential uses are permitted within CMUC designations; however, the minimum net density requirement of 100 uph (Section 9.4.2.18) will preclude most medium density dwelling types. There needs to be some rationalization of the medium density residential uses both in terms of density and built-form.

As previously noted, there is a need to clarify the floorspace assignments (Section 9.4.2.17) in CMUC's (in particular, the Paisley/Imperial CMUC) in order to ensure consistency with intent of OPA 29 and we would be pleased to review the various development approvals for this CMUC with you to confirm the appropriate floorspace assignment.

Section 9.4.2.18 indicates a minimum two-storey building height along arterial and collector roads and identified main streets (again, the use of the term ‘main streets’ here should be clarified by cross-referencing back to Section 3.11.5 which states how main streets get established). Depending on intent of the wording of Section 9.4.2.18, this policy has very serious implications.

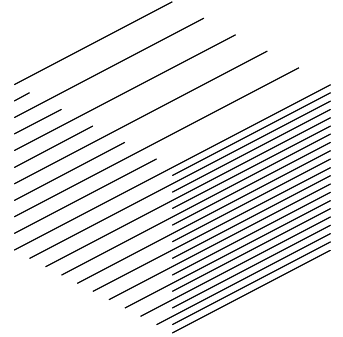
If this purpose of this policy is one of securing appropriate urban design/built form, in our view there are a variety of design techniques (taller building elements, parapets, articulated roof lines, etc.) that can achieve this urban design objective. If the purpose of this policy is to achieve more intensive development, it must be considered in context with current local market reality, as well as other policy objectives of the OP.

Although this proposed policy no longer references two ‘usable’ storeys in buildings along arterial/collector roads adjacent or internal main streets within CMUNs, Armel's concerns are exacerbated if the intent of this policy is, in fact,



to require two usable storeys. Economic demand for second floor space is not evident in the Guelph market at this time and therefore, a prescriptive requirement for there to be at least two usable storeys could preclude or stifle initial development proceeding on these sites in the short term.

We would suggest wording that encourages (but not requires) two storey buildings in these locations and directs taller buildings and/or building elements in key locations as determined by the MUN concept plans (Section 3.11) and/or the applicable urban design guidelines. This way, urban design objectives are achieved in the short term, and over the long term these sites can further develop or redevelop in step with market demand.



Other Commercial Designations

In addition to the Paisley/Imperial node, Armel owns many other commercial properties around the city identified as Service Commercial, Neighbourhood Commercial, or Mixed Use Corridor, and many of the comments listed above apply equally to these other land use designations (e.g. comments on Sections 9.4.2.7- aesthetics, 9.4.2.18 – two storey building height).

Urban Squares

We appreciate the clarification received that, where dedicated to the City, urban squares will form part of municipal parkland dedication requirements under the Planning Act. To make this clear in the document, we suggest that Sections 8.20 and 7.3.5 be expanded to explicitly note that urban squares that are dedicated to the City will be included as parkland dedication.

High Density Residential

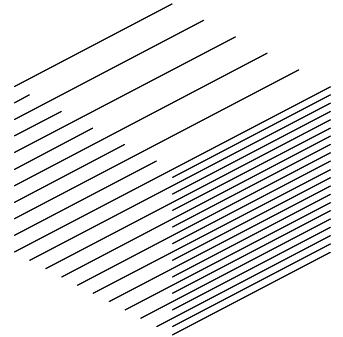
The permitted residential uses in the High Density Residential designation (Section 9.3.5.1) are identified as “multiple unit dwellings generally in the form of apartments”. Since this policy implies that other forms of multiple unit dwelling could be considered, it is suggested that this be stated more explicitly (such as by adding the following “or other residential forms, where it can be demonstrated that desired density is being achieved.”). This would then clearly permit consideration of alternative housing forms such as stacked townhouses.

Further, the High Density Residential policies include a statement that structured and/or underground parking is strongly encouraged. In the Guelph housing market, such parking may not be economically feasible and therefore, we suggest deletion of the word “strongly”.

Schedules

As previously mentioned, we would request that the following matters relating to the OPA 48 schedules also be considered:

- Schedule 8: the existing pedestrian trail linkage should be shown leading to the Hanlon corridor from Silvercreek Parkway near Greengate.
- Schedule 2: the Natural Heritage System denotation at the westerly edge of the city, just south of Paisley Road, should be clarified.
- Various Schedules: a number of schedules indicate a re-aligned Whitelaw Road and/or the closure of the northerly portion of the existing Whitelaw Road (Schedule 7); as no formal approval of this road re-location/closure has occurred, these matters should not be included on the various schedules.



Concluding Remarks

Armel will continue to work collaboratively with the City staff with respect to draft OPA 48 and will provide more detailed comments. We would again be happy to meet with you to discuss these comments and please do not hesitate to contact the undersigned with respect to any of the comments raised herein.

Yours very truly,

WALKER, NOTT, DRAGICEVIC ASSOCIATES LIMITED
Planning · Urban Design

Wendy Nott, FCIP, RPP
Senior Principal

cc. C. Corosky, Armel
City Clerk for Members of Council

Turkstra Mazza

Hamilton London Toronto

Shelley Kaufman
Scott Snider
 15 Bold Street
 Hamilton Ontario Canada L8P 1T3
 Direct Line 519 434 3684
 Receptionist 905 529 3476 (905 LAW-FIRM)
 Facsimile 905 529 3663
skaufman@tmalaw.ca
ssnider@tmalaw.ca

April 2, 2012

Guelph City Hall
 1 Carden Street
 Guelph, Ontario
 N1H 3A1

Attention: Todd Salter, General Manager, Planning and Community Services

Re: **Envision Guelph OPA No. 48 – Released January 30, 2012**
Part of Lot 11, Concession 7
(Geographic Township of Puslinch) City of Guelph
Reference Plan 61R-7440
Garibaldi Holdings Limited, Clair Road West

We are the solicitors for the owners of the above-referenced Garibaldi Holdings Limited (“Garibaldi”) property. This property is approximately 27 acres in area. In 1997, Garibaldi previously sold a portion of their adjacent lands to Denso Sales Canada, Inc.. This automobile parts manufacturer continues to operate on the neighbouring property located on Southgate Drive and Clair Road West.

Current Official Plan

The current City of Guelph Official Plan (November 2006 Consolidation) Schedule 1 – LAND USE PLAN designates the 27 acres owned by Garibaldi as “Industrial” with a “Non-Core Greenland Overlay” on portions of the property. The Non-Core Greenland Overlay takes on the underlying land use designation with an accepted EIS and may be developed for industrial purposes.

TURKSTRA MAZZA ASSOCIATES, LAWYERS

Envision Guelph OPA No. 48 (Released January 30, 2012)

The Draft Envision Guelph document in Draft Schedule 2: Land Use Plan proposes to remove the existing "Industrial" designation from the Garibaldi Property and replace it with a "Significant Natural Area" and "Natural Area" designation. The remaining "Industrial" designation in OPA No. 48 on the Garibaldi Property is in an isolated location with no road frontage. This onerous change in designation is not acceptable to Garibaldi and it has a direct impact on the interests of our client.

We request that Council direct staff to reinstate the "Industrial" designation on the entire Garibaldi Property in the final version of OPA No. 48 which will be presented to Council for approval.

Please provide us with notice of any upcoming meetings and further drafts of the Official Plan being released. We would like to meet with you to review our position with respect to this issue.

Yours truly,



Shelley Kaufman

cc: Mayor Farbridge and Members of Council
Peter Cartwright, Economic Development

(1204.Envision Guelph Comments.doc)

Ministry of
Municipal Affairs
and Housing

Ministère des
Affaires municipales
et du Logement

Municipal Services Office -
Western

Bureau des services aux municipalités -
région de l'Ouest

2nd Floor
659 Exeter Road
London ON N6E 1L3
Tel: 519 873-4020
Toll Free: 1 800-265-4736
Fax: 519 873-4018

2^e étage
659 Exeter Road
London ON N6E 1L3
Tél. : 519 873-4020
Sans frais : 1 800 265-4736
Télééc. : 519 873-4018

March 21, 2012

Ms. Melissa Aldunate, M.Pl, MCIP, RPP
Senior Policy Planner
Planning & Building, Engineering and Environment, Policy Planning
City of Guelph
1 Carden Street
Guelph, ON N1H 3T9

Dear Ms. Aldunate,

**Re: Proposed Official Plan Amendment No. 48
Phase III of Official Plan 5 Year Review
City of Guelph**

Thank you for your recent circulation of the above-noted matter.

It is understood that the proposed Official Plan Amendment No. 48 is the third and final phase of the City's comprehensive Official Plan update. Phase one of the update was approved by the Ministry in 2009 (Official Plan Amendment No. 39) and established a growth management framework for the City to the year 2031. Official Plan Amendment No. 42 was approved by the Ministry in 2011 (Official Plan Amendment No. 42) and has been appealed to the Ontario Municipal Board. Official Plan Amendment No. 42 proposes to replace the existing Core and Non-Core Greenlands policies and mapping contained within the City's Official Plan with a Natural Heritage System (mapping and policies) in order to achieve consistency with the Provincial Policy Statement, 2005; maintain conformity with the Growth Plan for the Greater Golden Horseshoe; and have regard to matters of provincial interest. Official Plan Amendments No. 39 and 42 apply to all lands within the municipal boundaries of the City of Guelph.

Official Plan Amendment No. 48 proposes to amend, update or provide new policies with respect to:

- strategic directions and vision to guide growth to the year 2031;
- achievement of the City's growth management framework;
- urban design consistent with the Urban Design Action Plan;
- land use designations;
- the City's Community Energy Plan;
- transportation providing greater focus on transit, walking and cycling;
- implementation and the use of planning tools associated with height and density bonusing, the regulation of exterior building design through site plan control and the introduction of a development permit system; and
- the following additional topic areas: watershed planning and water resources; municipal services and infrastructure; mineral aggregate resources; public health and safety,

including natural and human-made hazards; cultural heritage resources; municipal services; affordable housing; and parks and trails.

Section 26 of the *Planning Act*, as amended, states that before the City of Guelph adopts the policies contained in Official Plan Amendment No. 48, the City needs to be satisfied that the policies are consistent with the 2005 Provincial Policy Statement and conforms with provincial plans. The City of Guelph falls within the jurisdiction of the Growth Plan for the Greater Golden Horseshoe.

The comments provided below are being offered for the City's consideration. If/when comments are received from the Ministry of Natural Resources, they will be provided under separate cover.

Ministry of Infrastructure (MOI)

MOI offers the following comments for the City's consideration.

The City's Official Plan Amendment 39 (OPA 39) for conformity with the Growth Plan was approved by MMAH in 2009 and is in effect. MOI notes that the policies in the draft official plan, as circulated, do not appear to have changed from those in OPA 39, save and except for some slight reorganization and minor wording changes.

MOI commends the City on a progressive draft official plan that captures the Growth Plan's vision for the Greater Golden Horseshoe. In particular, MOI is supportive of the following policies in the draft official plan:

- Preparing a development priorities plan to manage and monitor growth, and to define and prioritize the rate, timing and location of development in the City;
- Using a multi-modal approach to transportation planning with an emphasis on walking, cycling and transit;
- Planning to achieve greater energy conservation, identifying opportunities for alternative energy sources, and using land-use patterns and urban design standards to address climate change;
- Developing a suite of City-wide urban design policies that supports a pedestrian friendly urban environment and transit-supportive development.

Please find attached (Appendix A) suggestions and technical comments from MOI for the City's consideration. As MOI is supportive of the draft official plan, as circulated, the attached suggestions are meant to be helpful as the City develops and implements the plan.

Ministry of Transportation (MTO)

MTO notes one provincial highway lies within the City of Guelph boundary. Highway 6 (Hanlon Expressway) is classified as a freeway.

MTO is in the process of completing the detail design for an interchange at the Laird Road intersection in order to provide access to the South Guelph industrial lands on the east side of the highway and the Hanlon Creek Business Park on the west side of the highway. MTO and the City have partnered for the design and construction of this interchange and construction is expected to begin next month. MTO recommends this interchange be shown on all of the land use schedules.

In addition to the Laird Road interchange, please be advised MTO has received approval for an Environmental Assessment that was undertaken on the Hanlon corridor. This assessment evaluated existing and future requirements and determined appropriate locations for interchanges. MTO is beginning the process of identifying the required properties for future construction. The outcome of this process will have an impact on some of the lands located

along Highway 6 that are currently designated in the official plan for a number of land uses, including residential, commercial and industrial. The City may wish to consider identifying these lands on Schedule 5, Development Constraints. The City is also encouraged to show the proposed new interchanges locations on all the land use schedules.

Further, MTO notes there are no specific or general policies in the draft document relating to transportation. MTO recommends the following statement be included somewhere in the OP, preferably in Section 5, Movement of People and Goods and/or Section 9, Land Use:

“In addition to all the applicable municipal requirements, all proposed development located adjacent to and in the vicinity of a provincial highway within MTO's permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. Any areas in the municipality identified for future development that are located adjacent to or in the vicinity of a provincial highway or interchange/intersection within MTO's permit control area will be subject to MTO's policies, standards and requirements. Direct access will be discouraged and often prohibited.”

Finally, MTO notes the roads shown on Schedule 7 (Road and Rail) are not labelled. MTO suggests the roads on Schedule 7 be labelled, especially Provincial Highway 6 (Hanlon Expressway). Further, MTO notes the legend on Schedule 7 identifies Highway 6 (Hanlon Expressway) as “Expressway”. MTO suggests this be changed to “Provincial Highway”.

Ministry of Tourism, Culture and Sport (MTCS)

MTCS has reviewed the Cultural Heritage Resources policies and offers the following comments for the City's consideration.

Section 4.8 Cultural Heritage Resources

Section 2.6 of the Provincial Policy Statement requires municipalities to conserve significant built heritage resources and significant cultural landscapes. MTCS notes the objectives contained in Section 4.8 use the word ‘encourage’. To be consistent with the PPS, MTCS recommends the word ‘encourage’ be replaced with stronger language.

Section 4.8.1 Cultural Heritage Policies

Subsection 4.8.1 (7) speaks to the ongoing maintenance and care of individual built heritage resources and cultural heritage landscapes. MTCS also notes this same policy contains the word ‘encourage’. MTCS recommends this policy be revised to indicate/include that “harmful disruption or disturbance” of archaeological sites is illegal without an archaeological license to alter a known archaeological site(s) under the *Ontario Heritage Act*.

In addition, MTCS notes the last sentence subsection 4.8.1 (15) states the City may use or dispose of demolished cultural heritage resources as it deems appropriate. MTCS questions whether the City can dispose of demolished cultural heritage resources at its discretion. MTCS is of the view that the City's disposal or use of demolished cultural heritage resources needs to occur in accordance with the Ontario Heritage Act and/or its regulations/guidelines.

Further, subsection 4.8.1 (17) speaks to the disposal by sale, lease or otherwise of any real property or interest artifacts acquired under policy 4.7.2.17. In addition to the comment above, if disposal by sale, lease or otherwise was to occur, MTCS suggests such action should be undertaken with Heritage Guelph.

Section 4.8.2 Heritage Designation

Subsection 4.8.2 (6) speaks to the conservation of heritage attributes until such time as the heritage attributes or the designation of the property no longer meet the criteria for determining cultural heritage value or interest established provincial regulation. MTCS supports this policy and recommends it be revised to indicate that removal of the designation needs to occur in accordance with the Ontario Heritage Act and its regulations/guidelines.

Section 4.8.6 Archaeological Resources

MTCS recommends the word 'prehistoric' in subsection 4.8.6 (1) be deleted and replaced with 'precontact'.

In addition, subsection 4.8.6 (4) states that development and site alteration shall not commence on lands containing archaeological resources or areas of potential archaeological resources until an Archaeological Assessment, prepared to the satisfaction of the Province and the City, has been completed that: v) includes a completed archaeological site registry form in instances where archaeological sites are registered. MTCS recommends subsection v) be deleted because it may conflict with the archaeological licensing requirements.

Sections 5, 6 and 7 Transportation, Infrastructure and Urban Design, Respectively

MTCS suggests Sections 5,6 and 7 of the City's Official Plan be re-visited to ensure transportation, infrastructure and urban design activities being undertaken are consistent with Section 2.6 of the Provincial Policy Statement. To avoid duplication, the City may wish to consider cross-reference the Cultural Heritage policies in Sections 5, 6 and 7.

Ministry of Northern Development and Mines (MNDM)

The Ministry of Northern Development, Mines and Forestry planning interests are related to the protection of long-term mineral resource supply (Section 2.4 PPS) and to the protection of human health and safety (Section 3.2 PPS). Based on their review, MNDM has no concerns with Phase III of the Official Plan Update.

It is also important to note that published reports and maps are available for viewing or free download through the Geology Ontario portal using the following link:

<http://www.geologyontario.mndmf.gov.on.ca/>.

Ministry of the Environment (MOE)

In addition to the proposed revisions, MOE also reviewed sections of the draft official plan that pertain to the mandate, legislation, guidelines and procedures of their Ministry. MOE offers the following comments for the City's consideration.

Section 4.4.3 Landfill Constraint Area

MOE recommends a minor modification to subsection 4.4.3 (2) so that it reads as follows:

- "2. Lands which were used for waste disposal within the last 25 years require an approval from the Minister of the Environment, pursuant to Section 46 of the *Environmental Protection Act* to enable the land to be used for another purpose. Adequate technical assessment must accompany a request for such approval to demonstrate that the future use will neither pose a health and safety hazard nor adversely effect the natural environment. Required approvals pursuant to the *Planning Act* will not be issued unless a Section 46 approval is granted."

Movement of People and Goods – An Integrated Transportation System (Chapter 5)

Chapter 5 contains policies designed to make the City's transportation system more efficient, environmentally sustainable and broaden the use of non-traditional means of transportation. MOE applauds the policies, as drafted, and suggests a reference to the environmental assessment requirements be included with respect to municipally-led projects that are either transit-related or involve the municipal road network. With respect to public transit, please be advised the operative legislation is Ontario Regulation 231/08 which outlines a streamlined environmental assessment process for eligible public transit related projects being undertaken by a municipality. Similarly, the MEA Class Environmental Assessment also addresses municipal transit projects. On this basis, MOE suggests it would be appropriate to include a reference these regulatory requirements in the official plan, noting there is a reference on page 119 which speaks to the coordination of the City's transportation network among various levels of government.

Section 6.7 Termite Control

MOE notes the reference to "Termite Control Officer" indicates that this individual will be providing instruction as to the methods that are to be used for the eradication of termites in soil and building refuse in order to control the spread of termites within the City. It is not clear to MOE whether the position of "Termite Control Officer" requires this individual to hold a valid Termite Exterminator License, pursuant to the Pesticides Act. Without a license, the Termite Control Officer is limited in his scope of authority and more specifically, cannot direct a licensed exterminator to undertake any actions which could be in contravention of applicable legislation. Please be advised extermination methods and all aspects of application (material used for extermination, method of application, rate of application etc.) can only be determined and executed by a licensed exterminator.

Ministry of Municipal Affairs and Housing (MAH)

Section 3.21.2 Development Priorities Plan

Section 3.21.2 (1) states the City will prepare a Development Priorities Plan on an annual basis to manager and monitor growth and to define and prioritize the rate, timing and location of development in the City. Subsection iii) states the Development Priorities Plan will set an annual limit for the creation of potential dwelling units from registered plans of subdivision. It is unclear how the City will ensure a limit for the creation of potential dwelling units is not exceeded without the potential for appeals to the Ontario Municipal Board.

Section 4.3.3 Source Protection

Section 4.3.3 contains draft policies regarding source water protection. The policies recognize a Source Protection Plan is being developed by the Lake Erie Source Protection Committee. Further, the draft policies states that once approved by the Ministry of the Environment, the Source Protection Plan policies will be incorporated in the City's Official Plan.

Section 4.3.3.1 states that the entire City area is considered to be a recharge area for municipal drinking water supply. To protect this resource the City proposed to introduce conditions of development approval that: "iii) prohibit the extraction of mineral aggregates in significant groundwater recharge areas".

It is important to note the extraction of mineral aggregates in source water protection areas has not been identified as a significant threat by the *Clean Water Act*. Further, the extraction of mineral aggregates within source water protection areas is currently a matter before the Ontario Municipal Board with respect to similar policies adopted by the Region of Waterloo. Before adopting any policies placing restrictions and/or limitations on mineral aggregate operations, the City is encouraged to consider the significant threats contained in the *Clean Water Act*.

In addition, subsection 4.3.3.1 (iv) speaks to the handling of liquid waste, petroleum, fuels, solvents, fertilizers and related chemicals. As stated in our comments dated December 15, 2011 on draft source water protection policies developed by the City, activities such as handling can not be regulated through the *Planning Act*. The Ministry suggests the City ensure the source protection policies can be implemented through the *Planning Act* which control the use of land.

Section 4.4.1 Floodplains

Section 4.4.1 of the draft official plan, as circulated, contains wording revisions and new policies. If the City has not already done so, it is recommended the proposed revisions be circulated to the Grand River Conservation Authority for review and comment.

Section 4.5 Mineral Aggregate Resources

Section 4.5.1 recognizes an existing licensed mineral aggregate operation partially within the City. Section 4.5.1.5 prohibits asphalt plants, concrete plants, aggregate transfer stations and similar related uses within the City of Guelph. It is questioned whether these two policies conflict with each other?

Section 7.2.1 (3) Affordable Housing Targets

MMAH notes Section 7.2.1 (3) states that an additional separate annual target of 6% of all new residential development has been established for social housing. Since the County of Wellington is the Consolidated Municipal Service Manager responsible for the provision of social housing services, it is unclear how the City will encourage the development of new social housing.

Section 10.4 Zoning By-laws

Section 10.4.2 states, "Zoning By-laws may impose one or more conditions related to the use of land or the erection, location or use of buildings or structures. The conditions shall relate to matters set out in the *Planning Act* and conform to the policies of this Plan".

It is understood the above noted policy is in reference to zoning with zoning. Please be advised regulations for zoning with conditions have not developed by the Province and as such, is currently not a *Planning Act* tool available for use.

Section 10.0 Implementation

During the Ministry's approval of Official Plan Amendment 42, it was discovered that the City's Official Plan does not contain a provision allowing City staff to undertake editorial corrections (numbering, spelling etc) without an amendment to the City's Official Plan. The lack of this policy provision resulted in the Province having to issue a decision on Official Plan Amendment No. 42 containing numerous editorial revisions. To avoid this situation in the future, the Ministry suggests the City consider including a provision allowing editorial amendments without an amendment to the City's Official Plan.

Economic Investment

One of the government's priorities is to encourage and stimulate private sector investment in local communities. The City is encouraged to ensure the City's Official Plan contains adequate policies and provisions to promote and encourage economic development.

First Nations

As you are aware, Phase I of the City of Guelph's 5 Year Review (OPA #39) resulted in the City's Official Plan being brought into with the Growth Plan for the Greater Golden Horseshoe. As part of the Ministry's approval process, MMAH staff spoke with representatives from the Six Nations of the Grand River and the Mississaugas of the New Credit who confirmed they had no issues with the proposed amendment. At that time there was a verbal commitment given by

City staff that they would undertake engagement and consultation with First Nation communities for all further amendments regarding the City's 5 Year Review.

Phase II of the City's 5 Year Review (OPA #42 which is currently under appeal) proposes to replace the existing core and non-core greenlands policies and mapping contained within the City's Official Plan with a Natural Heritage System (mapping and policies). Originally the City's intent was to complete their 5 Year Review as part of Phase II however, it was later decided to proceed with the natural heritage system and leave the remaining sections of the Official Plan to a subsequent phase.

It is understood a meeting was held between City staff and the Mississaugas of the New Credit on May 18, 2010. It is also understood a meeting was held between City staff and the Six Nations of the Grand River on May 19, 2010. According to letters dated May 5, 2010 the scope of these meetings were intended to be broad however, what was actually discussed at the meetings is unknown. The Ministry is receipt of an email from the Six Nations of the Grand River to the City of Guelph dated July 21, 2010. The email was written by Joanne Thomas, Land Use Officer, and states, "I talked with Lonny Bomberry the Director of Lands and Resources. It was decided that Six Nations has no comment on the City's Guelph's Official Plan at this time".

With respect to the Mississaugas of the New Credit, an exchange of emails between City of Guelph staff and the Mississaugas of the New Credit was shared with the Ministry. We received no written comments from the Mississaugas of the New Credit.

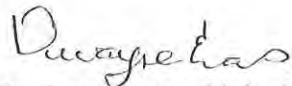
Further, it has come to the Ministry's attention that the Metis Nation of Ontario has recently expressed an interest in municipal initiatives. More specifically, we understand the Metis Nation of Ontario has sent letters to various municipalities across the Province advising they have an interest in municipal initiatives. In our view, the Metis Nation of Ontario should be treated like any other First Nation community.

To be in a position to issue a decision on Phase III of the City's 5 Year Review, the Ministry needs to be satisfied that adequate engagement and consultation has taken place with First Nation communities. In light of the time that has elapsed since the adoption of Official Plan Amendment No. 42 and subsequent staff changes both at the City level and with First Nation communities, it is recommended the City give consideration to undertaking consultation with the Six Nations of the Grand River, the Mississaugas of the New Credit, the Metis Nation of Ontario and any other First Nations in the area that you may be aware of and which may have an interest in City of Guelph planning matters. With respect to Six Nations of the Grand River, a follow-up phone call confirming their correspondence dated July 21, 2010 still stands may be appropriate.

Finally, the opportunity to review a consolidated working copy of the draft official plan containing the revisions proposed Official Plan Amendment No. 48 (Phase III of the 5 Year Review) has been very helpful. As you are aware, Official Plan Amendment No. 42 is currently a matter before the Ontario Municipal Board, and the draft official plan circulated by the City for review and comment appropriately contained revisions proposed by Official Plan Amendment No. 42. It is understood the scope of the document submitted to the Ministry for approval will be limited to revisions proposed by Official Plan Amendment No. 48 and will in no way infringe on matters before the Ontario Municipal Board.

On behalf of our Ministry, and the other provincial Ministries, thank you for the opportunity to review and provide comments on the proposed Official Plan Amendment. If there are any questions or concerns on these comments, please contact me at (519) 873-4695 or by email at: Dwayne.Evans@ontario.ca

Yours truly,



Dwayne Evans, M.A., MCIP, RPP
Planner
Municipal Services Office – Western

- c.c Barb Slattery, MOE (Hamilton)
- Heather Doyle, MTO (St. Catharines)
- Penny Young, MCL (Toronto)
- Tanzeel Merchant, MEI (Toronto)
- Mike Stone, MNR (Guelph)
- Debbie Laidlaw, MNDM (Tweed)
- Erick Boyd, MAH (London)

**Appendix A:
MOI Suggestions and Technical Comments
for the City of Guelph Draft Official Plan**

- Growth Plan policy 3.2.3.2 requires that all decisions on transit planning and investment will be made according to specific criteria such as facilitating improved linkages from nearby neighbourhoods to urban growth centres, major transit station areas, and other intensification areas. While this policy is included in policy 3.15.2 of the draft official plan, it may be helpful for the City to consider identifying the mode(s) of transportation that will serve as this linkage. Such modes could include, for example, transit and/or walking and cycling connections.
- Growth Plan policy 3.2.4.5 requires that municipalities will plan for land uses in settlement areas adjacent to, or in the vicinity of, transportation facilities that are compatible with, and supportive of, the primary goods movement function of these facilities. Similarly, Growth Plan policy 2.2.6.9 encourages municipalities to designate and preserve lands with settlement areas in the vicinity of existing highway interchanges, ports, rail yards, and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities. Draft official plan policy 5.12.2 directs that “development in proximity to these proposed improvements will be designed and integrated such that it does not preclude or negatively affect the proposed transportation network improvement”. While MOI is supportive of policy 5.12.2, the City may wish to consider providing further direction with respect to development in the vicinity of existing transportation facilities in keeping with Growth Plan policies 2.2.6.9 and 3.2.4.5.
- Although parking is not specifically addressed in the Growth Plan, MOI offers the following policy direction for the City’s consideration:
 - To investigate shared parking arrangements between multiple facilities to optimize the staggered nature of demand at different facilities on a time-of-day, weekday/weekend and monthly basis; and,
 - To design surface parking to: 1) support redevelopment and retrofitting, and 2) enable the transition to structured/underground parking as site development evolves.
- To further promote active transportation, the City may wish to include a policy to provide separate dedicated space for cyclists within the road right-of-way, particularly on roads with higher speeds.
- Policy 5.6.1 Road Network, the first line should be corrected from “Road right-of-ways” to “rights-of-way”.
- The definition of “affordable housing” should be in accordance with the definition in the Growth Plan.
- The definition of “built-up area” should reflect the new ministry name, the Ministry of Infrastructure.
- The definition of “settlement area” should be in accordance with the definition in the Growth Plan.
- The definition of “transportation demand management” should be corrected from “policies” to “polices”.

Ministry of
Municipal Affairs
and Housing

Municipal Services Office -
Western

2nd Floor
659 Exeter Road
London ON N6E 1L3
Tel: 519 873-4020
Toll Free: 1 800-265-4736
Fax: 519 873-4018

Ministère des
Affaires municipales
et du Logement

Bureau des services aux municipalités -
région de l'Ouest

2^e étage
659 Exeter Road
London ON N6E 1L3
Tél. : 519 873-4020
Sans frais : 1 800 265-4736
Télééc. : 519 873-4018



April 5, 2012

Ms. Melissa Aldunate, M.PI, MCIP, RPP
Senior Policy Planner
Planning & Building, Engineering and Environment, Policy Planning
City of Guelph
1 Carden Street
Guelph, ON N1H 3T9

Dear Ms. Aldunate,

**Re: Proposed Official Plan Amendment No. 48
Phase III of Official Plan 5 Year Review
City of Guelph**

Further to our comments dated March 21, 2012, we offer the following additional comments for the City's consideration.

Ministry of Natural Resources (MNR)

As you may be aware, MNR previously reviewed and provided comments regarding the natural heritage policies of the OP as part of Phase II of the City's 5 Year Review (OPA #42). In addition to the comments provided, a number of subsequent meetings were held with City staff. The natural heritage policies (OPA #42) were approved by the Province on February 22, 2011 and subsequently appealed to the Ontario Municipal Board by a number of parties. It is understood the natural heritage policies are not part of the Phase III draft and review.

Through MNR's earlier review, preliminary comments regarding the mineral aggregate resource policies were provided to the City. MNR has met with the City a number of times to discuss the comments, and it appears a vast majority of MNR's earlier comments and concerns have been addressed. Notwithstanding this, MNR offers the following additional comments for the City's consideration.

Section 4.3.3 Source Protection

Policy 4.3.3.1(iii), as drafted, proposes to prohibit mineral aggregate extraction in 'significant groundwater recharge areas'. MNR understands the entire City is considered a recharge area, however, it is important to note *significant* groundwater recharge areas do not appear to be mapped or defined in the OP. As such, it is not clear where the proposed prohibition would apply. Notwithstanding this, MNR suggests a broad prohibition on mineral aggregate operations in recharge areas is not warranted and the use of prohibitions is an extreme measure. It is MNR's view that prohibitions preclude 'due process' under both the *Aggregate Resources Act* and *Planning Act*, each of which requires technical studies to be completed to assess the potential impacts of a mineral aggregate operation and determine whether or not it is an

appropriate land use. MNR suggests it would be beneficial to meet with City staff to seek clarification regarding Policy 4.3.3 (iii).

Further and more generally, MNR questions the need for policy 4.3.3.1(iii) when the City has previously stated there remain no mineral aggregate resources available for extraction within the City. It is understood all remaining resource areas have either been developed or been approved to be developed. MNR also notes that aside from policy 4.3.3.1(iii) the City's OP does not otherwise contain policies regarding the establishment of new mineral aggregate operations.

Policy 4.3.3.1(vii) proposes to place restrictions on certain land uses in 'areas of greatest risk to contamination of groundwater resources'. What is not clear from this policy is what or where the 'areas of greatest risk' are located. As drafted, this policy does not seem to be linked to 'sensitive' or 'vulnerable' areas, or the various Wellhead Protection Areas that are identified on Schedule 9. If certain land uses are proposed to be restricted, MNR suggests it should be made clear in the OP where these restrictions are being contemplated. Please note MNR would not necessarily be supportive of restrictions on mineral aggregate related uses, such as asphalt and concrete batching plants, in all areas.

Policy 4.3.3.1(ix) and Schedule 9 identify four types/categories of Wellhead Protection Area – A, B, C and D. MNR notes these areas do not seem to be described or defined in the OP. MNR suggests it would be helpful to include descriptions/definitions for the types/categories of Wellhead Protection Areas.

Section 4.5 Mineral Aggregate Resources

MNR supports policy 4.5.1 which encourages the recovery of mineral aggregate resources in conjunction with development. In particular, MNR has discussed this matter with the City in relation to the Hanlon Creek Business Park which is currently under development. MNR remains open to meeting with the City to discuss opportunities for resource recovery at this site.

Under policy 4.5.2, it is noted the Reserve Lands designation applies to the portion of the existing licensed mineral aggregate operation that falls within the City. MNR suggests the City may wish to consider adding a cross-reference to the Reserve Lands section of the OP and policy 9.10.2.1 which specifically addresses the mineral aggregate operation.


Policy 4.5.4 indicates the City will review and comment on applications for mineral aggregate operations in neighbouring municipalities in consideration of a variety of matters, including impacts on 'any existing or potential groundwater resource areas and on any existing or potential drinking water sources'. MNR suggests it is not clear what would constitute a 'potential' groundwater or drinking water source and how the impact on such sources could be evaluated. It is suggested the references to 'potential' be removed.

Further to comments above regarding policy 4.3.3.1(vii), please be advised MNR does not support the broad, City-wide prohibition on asphalt and concrete plants and similar related uses proposed under policy 4.5.5. MNR suggests this policy should be removed.

In closing, provincial staff would be pleased to meet with City staff to review and discuss our comments prior to adoption. By resolving issues and concerns prior to adoption, the Ministry of Municipal Affairs and Housing will be in a position to make a decision on the above-noted matter in a timely manner.

If there are any questions or concerns on these comments, please contact me at (519) 873-4695 or by email at: Dwayne.Evans@ontario.ca

Yours truly,



Dwayne Evans, M.A., MCIP, RPP
Planner
Municipal Services Office – Western

c.c Barb Slattery, MOE (Hamilton)
Heather Doyle, MTO (St.Catharines)
Penny Young, MCL (Toronto)
Tanzeel Merchant, MEI (Toronto)
Mike Stone, MNR (Guelph)
Debbie Laidlaw, MNDM (Tweed)
Erick Boyd, MAH (London)

OFFICIAL PLAN SECTION	CHANGES PROPOSED
<p>Official Plan Schedules</p> <p>(only those schedules subject to Phase 3 of the OP Update are addressed here)</p>	<p><u>Schedules 2, 5, 6, 7, 8, 9</u></p> <p>The text descriptor for the “HANLON EXPRESSWAY” has been changed to “PROVINCIAL HIGHWAY 6 (HANLON EXPRESSWAY)” as per comments from the Ministry of Transportation (MTO).</p> <p>Future highway interchanges along Provincial Highway 6 (Hanlon Expressway) have been added as per comments from the MTO.</p> <p>The realignment of Whitelaw Road identified as a future city street has been removed in response to public comment and staff agreement that there are no approvals for this realignment and identification of it is premature.</p> <p>Schedules 5, 6, 7, 8 and 9 renumbered to reflect deletion of existing Schedule 6 Guelph CBD Concept Plan as per OPA 43 for the Downtown Secondary Plan.</p> <ul style="list-style-type: none"> Schedule 5 Development Constraints renumbered to Schedule 3. Schedule 6 Staging of Development renumbered to Schedule 5. Schedule 7 Road and Rail Network renumbered to Schedule 6. Schedule 8 Trail Network renumbered to Schedule 7. Schedule 9 Wellhead Protection Areas renumbered to Schedule 8. <p><u>Schedule 2: Land Use Schedule</u></p> <p>Minor boundary correction to the southern edge of the “Medium Density Residential” and northern edge of the “Neighbourhood Commercial Centre” designations on the west side of Gordon Street at Arkell Road to correct a mapping error.</p> <p>Minor correction to the designation of the lands south of Clair Road within the Secondary Planning Area from “Low Density Residential” to “Low Density Greenfield Residential”. Staff note that the designation was incorrectly identified in the January 2012 draft.</p> <p>The “Neighbourhood Commercial Centre” designation at Victoria Road South and Clair Road East has been slightly relocated to better reflect the intent to provide commercial services in a location that is walkable and connected with residential neighbourhoods. This revision is based on staff discussion with the landowner.</p> <p><u>Schedule 7 - Road and Rail Network</u> (now Schedule 6)</p> <p>Text descriptors have been added for the City right-of-ways. The text descriptors were unintentionally not included on the schedule in the January</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
	<p>2012 draft.</p> <p>Mapping error corrected for Arthur Street. Arthur Street classification remains as per current OP.</p> <p><u>Schedule 9- Wellhead Protection Areas</u> (now Schedule 8)</p> <p>Larger scale has been used to enhance the context within the City limits.</p> <p>Symbols for wellhead locations have been modified to enhance visibility.</p>
1. Introduction	<p>1.3.13 Minor revision to this policy to add "spelling". This policy allows the City to make minor modifications to the Official Plan without an amendment to correct things such as grammatical and spelling errors or numbering.</p>
2. Strategic Directions	<p>No Changes.</p>
3. Planning Complete and Healthy Communities	<p>3.11 Community Mixed-use Nodes</p> <p>Policy 9.4.2 under Community Mixed-use Centres has been moved into this section as policy 3.11.3. This policy is related to the overall node and placing it in Section 3.11 provides clarity to the anticipated development of the overall node of which the Community Mixed-use Centre is one component.</p> <p>3.14 Employment Lands</p> <p>Policies 3.14.6, 3.14.7 and 3.14.8 have been moved into this section from Chapter 9. These policies provide the overall average density target for employment lands within the greenfield area. The intent of the policy is to provide guidance to the planning for the greenfield areas in terms of how the City anticipates the overall density target to be met. The City will monitor the achievement of the targets over time. The density targets are not to be applied on a site-by-site basis; rather they are an expected average if the lands develop in the future with the full range of land uses permitted within the designations.</p> <p>Policy 3.14.8 provides further guidance to how the City plans to achieve the targets within the Greenfield area. While land use permissions have not been restricted, the preference is that employment uses that result in low numbers of jobs would locate within the built-up area of the City because the density target does not apply to the built-up area. Also, this would support the intensification of industrially designated lands within the built-up area of the City where convenient access to rail and the highway system is also available.</p> <p>These changes were made based on staff review of public comments and discussions with stakeholders.</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
	<p>3.21.1 Staging of Development</p> <p>3.21.1.2 iv) Wording of policy related to Stage 4 area has been modified to be consistent with the wording used for Stage 3. Policy provides a geographic description of the Stage 4 area and deletes the description related to land supply. Changes made in response to public comment. Staff note that the timing of development and provision of servicing will be determined through the secondary plan process and the capital budget process.</p>
<p>4. Protecting What is Valuable</p>	<p>4.3.3 Source Protection</p> <p>Policy 4.3.3.1 iii) has been deleted as per comments from the Ministry of Municipal Affairs and Housing (MMAH). MMAH indicated that the Clean Water Act has not identified the extraction of mineral aggregates as a significant threat in source water protection areas.</p> <p>Policy 4.3.3.1 iv) the term “handling” has been deleted as per comments from the Ministry of Municipal Affairs and Housing (MMAH). MMAH indicates that activities such as “handling” cannot be regulated through the Planning Act.</p> <p>4.4.3 Landfill Constraint Areas</p> <p>Policy 4.4.3.2 has been revised in accordance with comments received from the Ministry of the Environment (MOE). MOE provided alternative wording that provides greater detail for development of former landfill sites as per the Environmental Protection Act.</p> <p><u>4.8 Cultural Heritage Resources</u></p> <p>Objective c) and e) The wording of these objectives has been revised as per comments from the Ministry of Tourism, Culture and Sport (MTCS). MTCS asked that the language of these objectives be strengthened to be consistent with the Provincial Policy Statement (PPS).</p> <p>4.8.1.7 The wording of this policy has been revised as per comment from MTCS to strengthen the language beyond “encourage”.</p> <p>4.8.1.9 The wording of this policy has been revised as per comment from MTCS to indicate that the disruption or disturbance of archaeological sites is illegal without an archaeological license.</p> <p>4.8.1.12 The wording of this policy has been revised as per comment from MTCS. This policy is related to ensuring that cultural heritage resources are conserved and protected in all planning and development matters. MTCS asked that particular mention be made of transportation, infrastructure and servicing projects.</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
<p>4. Protecting What is Valuable</p>	<p>4.8.1.15 The wording of this policy has been revised as per comment from MTCS to include “consultation with Heritage Guelph” in decisions about disposal, sale or lease of City-owned real property designated under the Ontario Heritage Act.</p> <p>4.8.2 Heritage Designation</p> <p>4.8.2.6 has been revised as per comment from MTCS to state that the repeal of a heritage designation would be in accordance with the Ontario Heritage Act.</p> <p>4.8.6 Archaeological Resources</p> <p>4.8.6.1 The word “prehistoric” in this policy has been replaced with “precontact” as per comment from MTCS.</p> <p>4.8.6.4 subsection v) in this policy has been deleted as per comment from MTCS because it may conflict with archaeological licensing requirements.</p> <p>4.8.8 Heritage Trees</p> <p>4.8.8.2 This policy has been modified to remove “to the fullest extent possible” and replace it with “through appropriate measures under the Ontario Heritage Act” to provide clarity as to what protection of a heritage tree means. This policy was revised based on public comments.</p>
<p>5. Movement of People and Goods – An Integrated Transportation System</p>	<p>5.11 Parking</p> <p>5.11.7 This is a new policy as per comments from MOI. MOI suggested that a policy related to shared parking arrangements be added to the OP.</p> <p>5.12 Transportation Networks</p> <p>5.12.3 This policy relates to the province’s permit control area adjacent to provincial highways. The wording of this policy has been modified in accordance with comments from the Ministry of Transportation (MTO).</p>
<p>6. Municipal Services</p>	<p>6.1 Policies</p> <p>6.1.17 is a new policy that has been added to address comments related to the definition of high volume water and wastewater users. This policy states that the City will develop guidelines as to what constitutes a high volume user to assist in responding to inquiries for potential development and in the review of development applications.</p> <p>6.4 Stormwater Management</p> <p>6.4.8 has been modified based on staff review to indicate that stormwater facilities are generally discouraged in municipal parks except where identified in the Stormwater Management Master Plan (2011).</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
<p>7. Community Infrastructure</p>	<p><u>7.2 Affordable Housing</u></p> <p>7.2.1 Affordable Housing Targets</p> <p>7.2.1.2 This policy has been modified in response to public comments to provide clarity that the target is an annual average to be measured city-wide.</p> <p>7.2.1.3 This policy has been modified based on comments from MMAH to indicate that the City will support the County in the achievement of a target for social housing. The City does not have control over the amount of social housing to be developed since the County is the Service Manager.</p> <p><u>7.3 Open Space System: Trails and Parks</u></p> <p>The introductory statement to this section has been modified to include wording related to Trails and Parks being complementary to and interconnected with the Natural Heritage System. This modification is in response to public comment concerning the loss of language in the OP around a “linked open space concept”.</p> <p>Objective j) has been revised to include “naturalization and environmental enhancement” in appropriate open space and park locations. This change has been made in response to public comment around the loss of language in the OP related to naturalization of the rivers’ edges in areas that are not part of the Natural Heritage System.</p>
<p>8. Urban Design</p>	<p>Objective f) minor modification to wording to replace “strengthen and enhance” with “respect”. Change made based on staff review and concern expressed through comments that development in existing areas should respect the nature and feel of the area.</p> <p>8.1 Sustainable Urban Design</p> <p>8.1.3 Policy revised based on staff review. Intent is that residential neighbourhoods would have amenities and bus stops within walking distance. Mixed-use areas are one example of an amenity.</p> <p>8.2 Public Realm</p> <p>8.2.2 This is a new policy to replace former 8.4.9. Revision is based on public comments related to the policy that prohibited new gated communities. The new policy provides support to the vision of creating new neighbourhoods that are integrated and connected with existing development.</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
<p>8. Urban Design</p>	<p>8.3 Landmarks, Public Views and Vistas</p> <p>8.3.6 Policy modified to delete “and/or visual access to” based on public comments. Comments were concerned with what visual access means and how it would be implemented. Staff feel that “public vista” which is a defined term appropriately covers the intent of the policy.</p> <p>8.4 Gateways</p> <p>8.4.8 This policy has been revised to delete the third sentence which addressed discouraging entrance features that create the appearance of walled communities. This change was made in response to public comment. Staff feel that the intent of the policy is maintained by providing examples of gateway treatments.</p> <p>8.4.9 This policy which is concerned with not permitting controlled access or gated communities has been deleted in response to public comment. A new policy has been added to Section 8.2 (Policy 8.2.2) to address integrated and connected communities. Staff continue to be of the opinion that gated communities do not fit the vision for future development of the City but feel that other policies within Chapters 3 and 8 adequately address the vision for creating integrated, connected communities.</p> <p>8.6 Built-form: All Built Forms other than Low Rise Residential</p> <p>8.6.12, 8.6.13 and 8.6.14 are new policies. These policies have been added to this section to replace the minimum height policies in the non-residential land use designations in Chapter 9. A number of comments were received expressing concern about the policies that required a minimum height of 2 storeys. Staff feel that the urban design and site intensification matters related to minimum height are addressed through these new policies which encourage a minimum height of 2 storeys and encourage building and site design to allow for building expansions in the future.</p> <p>8.12 Parking</p> <p>8.12.2 A new policy has been added to replace the parking policies under the land use designations in Chapter 9. This policy provides the same direction as the former Chapter 9 policies in that it encourages alternatives to surface parking. Concerns were raised through comment letters suggesting that the policies could be interpreted as a requirement rather than an encouragement.</p> <p>8.12.10 Policy moved from Chapter 9 (9.4.2.9). Staff feel that the policies related to general development of parking areas are best placed in the</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
	<p>Urban Design section of the Plan because they are related to design of sites rather than land use permissions.</p> <p>8.12.12 Policy moved from Chapter 9 (refer to comment for 8.12.10).</p> <p>8.12.13 This is a new policy as per comments from the Ministry of Infrastructure (MOI). MOI suggested that a policy related to future redevelopment, retrofitting or transition of surface parking areas be added to the OP.</p>
<p>9. Land Use Designations</p>	<p>9.3.1.3 Schools</p> <p>9.3.1.3.1 iii) the second sentence has been deleted based on comments from the Upper Grand District School Board. The statement is operational in nature and does not accurately reflect how decisions are made about construction of schools.</p> <p>9.3.3 Low Density Greenfield Residential</p> <p>9.3.3.4 New policy added to allow for bonusing in this land use designation. Staff revised the maximum density as part of the January 2012 draft but overlooked the permissions related to bonusing. Staff note that the exclusion of bonusing for this designation was an error.</p> <p>9.3.4 Medium Density Residential</p> <p>9.3.4.5 Parking – this policy has been deleted and replaced by the new parking policy in Chapter 8 Urban Design (8.12.2).</p> <p>9.3.5 High Density Residential</p> <p>9.3.5.5 Parking – this policy has been deleted and replaced by the new parking policy in Chapter 8 Urban Design (8.12.2).</p> <p>9.4.2 Community Mixed-use Centre</p> <p>Objective b) deleted here and moved to Section 3.11. This change was made in response to comments. The objective is focused on the long-term evolution of the Community Mixed-use Node of which the Community Mixed-use Centre is one component. The objective is better suited to be incorporated as a policy in the Community Mixed-use Node section of Chapter 3.</p> <p>9.4.2.4 This policy has been revised in response to comments. Concern was expressed that residential uses were required in the Community Mixed-use Centres. The policies indicate that residential is a permitted use. Policy 9.4.2.4 was intended to express that residential uses, if developed, would be in a mixed-use building or in a multiple unit residential building.</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
<p>9. Land Use Designations</p>	<p>9.4.2.6 The wording of this policy has been modified in response to comments to provide clarity that it is directed to identified Main Street areas only. Subsection v) has been modified to clarify its intent related to supporting a pedestrian-oriented streetscape and to be consistent with a similar policy in the Mixed-use Corridor designation.</p> <p>9.4.2.8 (new number, was 9.4.2.7) This policy has been modified based on comments to clearly recognize that each Community Mixed-use Centre has unique circumstances that would be considered in development applications.</p> <p>9.4.2.8 Policy deleted because the intent of the policy is covered by policies in sections 8.12 and 8.13.</p> <p>9.4.2.9 Policy moved to Chapter 8, Section 8.12</p> <p>9.4.2.11 (new number, was 9.4.2.12) Permitted uses have been modified to delete “medium and high density” in front of multi-unit residential buildings. The density component is covered by the minimum and maximum density policies for this designation.</p> <p>9.4.2.17 (new number, was 9.4.2.18) Minimum height requirement deleted and replaced by policies in Section 8.6.</p> <p>9.4.2.21 and 9.4.2.22 Parking policies were deleted from this section and are covered by policies in section 8.12.</p> <p>9.4.3 Mixed-use Corridor</p> <p>9.4.3.9 This policy related to minimum heights has been deleted and replaced by a policy in Section 8.6.</p> <p>9.4.3.12 and 9.4.3.13 are parking policies that have been deleted and replaced by policies in Section 8.12.</p> <p>9.4.4 Neighbourhood Commercial Centre</p> <p>9.4.4.10 This policy related to the maximum street frontage that may be used for surface parking has been deleted and is covered by policies in Section 8.12.</p> <p>9.4.4.11 (new number, was 9.4.4.12) “medium density” has been deleted in reference to multi-unit residential as a permitted use based on staff review because it conflicts with the intent of the land use designation which is that commercial is the primary use and residential would only be permitted in a mixed-use building.</p> <p>9.4.4.14 (new number, was 9.4.4.15) the minimum height portion of this policy has been deleted and is covered by a policy in Section 8.6.</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
<p>9. Land Use Designations</p>	<p>9.4.4.17 and 9.4.4.18 are parking policies that have been deleted and replaced by policies in Section 8.12.</p> <p>9.4.5 Service Commercial</p> <p>9.4.5.10 this policy related to minimum height has been deleted and is covered by policy in Section 8.6.</p> <p><u>9.5 Employment Designations</u></p> <p>Objective f) has been revised based on comments to provide clarity that a mix of uses will be planned for within employment areas to contribute toward the achievement of the overall density target for the greenfield area.</p> <p>9.5.2 Industrial</p> <p>9.5.2.3 has been moved to Section 3.14 Employment Areas and the wording has been modified based on comments concerned with the areas where warehouse uses are permitted. Staff note that warehousing is a permitted use within the Industrial designation and there are no policy restrictions related to the development of warehouses. However, in order to support the achievement of the greenfield area density target, the preference continues to be that uses with low job densities locate within the Built-up area.</p> <p>9.5.2.16 This policy related to minimum heights has been deleted and replaced by policies in Section 8.6.</p> <p>9.5.2.17 and 9.5.2.18 These policies related to the greenfield area density target for Industrial lands have been modified and moved to Section 3.14 Employment Lands in response to public comment.</p> <p>9.5.2.19 This policy related to parking has been deleted and is covered by policies in Section 8.12.</p> <p>9.5.3 Corporate Business Park</p> <p>9.5.3.16 This policy related to minimum height has been deleted and is covered by policies in Section 8.6.</p> <p>9.5.3.17 This policy related to Greenfield area density targets has been modified and moved to Section 3.14 Employment Lands in response to public comment.</p> <p>9.5.3.18 and 9.5.3.19 These policies related to parking have been deleted and are covered by policies in Section 8.12.</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
<p>9. Land Use Designations</p>	<p>9.5.4 Institutional Research Park</p> <p>9.5.4.6 This policy related to minimum height has been deleted and is covered by policies in Section 8.6.</p> <p>9.5.4.7 and 9.5.4.8 These policies related to parking have been deleted and are covered by policies in Section 8.12.</p> <p><u>9.9 Special Study Area</u></p> <p>9.9.1 Guelph Innovation District</p> <p>9.9.1.5 has been modified and 9.9.1.6 has been added based on staff review to better reflect the City's requirements prior to development proceeding.</p> <p>9.10 Reserve Lands</p> <p>Objective b) revised to indicate "long term land supply" rather than "beyond the year 2031". This revision is based on comments and consideration that these lands form the long-term land supply and that the timing for development and servicing would be determined through a secondary plan.</p> <p>Policy 9.10.3.1 revised to delete "to 2031 and beyond" for consistency with change to Objective b).</p> <p><u>9.13 Site Specific Policies</u></p> <p>9.13.3 South Guelph</p> <p>Policy 9.13.3.1 for 180 Clair Road West has been corrected to include "and associated institutional uses" as per the approved land use permissions for that site.</p>
<p>10. Implementation</p>	<p>10.4 Zoning By-laws</p> <p>10.4.2 This policy related to zoning with conditions has been modified based on comments from MMAH to clarify that this is an enabling policy. Zoning with conditions may only occur once the Province has established regulations under the Planning Act for it.</p> <p>10.7 Height and Density Bonus Provisions</p> <p>10.7.2 ii) This policy related to what the City would consider in terms of allowing bonusing has been modified to delete subsection ii) based on staff's review because the inclusion of "good planning" does not add value to the policy and it is inherent to City approval of a planning application.</p>

OFFICIAL PLAN SECTION	CHANGES PROPOSED
	<p>10.16 Municipal Finance</p> <p>10.16.4 This is a new policy that was added based on comment from Council at the Public Meeting. Council asked staff to include a policy that would provide support for the consideration of alternative means of financing infrastructure projects.</p>

Attachment 5: Track Changes Version of Policy Revisions

Note to Reader:

The following provides a general guide to reading this version of Phase 3 of the Official Plan Update (OPA 48). The basis for this document is a consolidated working copy of the full Official Plan including OPA 42 which is currently under appeal.

This document tracks changes between the draft released January 30, 2012 and the version released June 5, 2012 and only displays those sections and pages where changes were made.

1. Modified text is displayed in coloured text with underlining or strikethrough. Text that is displayed with strikethrough has either been deleted or moved. Underlined text has been inserted either as new text or moved from another section. Information about the changes is provided in comment boxes adjacent to the modified policy.
2. Colour coding through highlighting of the text is used to identify policies that are not part of Phase 3 of the Official Plan Update or are not being amended through Phase 3.
 - **Orange highlighting** – indicates that the policy is taken from the current Official Plan and is not proposed to be amended in Phase 3 other than changes to the numbering of the policy.
 - **Blue highlighting** – indicates that the policy is taken from OPA 39: Conformity with the Planning Framework of the Growth Plan for the Greater Golden Horseshoe (Phase 1 of the Official Plan Update). OPA 39 was adopted by City Council on June 10, 2009 and was approved by the Ministry of Municipal Affairs and Housing on November 20, 2009. One modification was made by the Ontario Municipal Board on March 17, 2010 as an administrative change. OPA 39 is in full force and effect.
 - **Green highlighting** – indicates that the policy is taken from OPA 42: Natural Heritage System (Phase 2 of the Official Plan Update). OPA 42 was adopted by Council in July 2010 and approved by the Ministry of Municipal Affairs and Housing in February 2011. OPA 42 is currently under appeal to the Ontario Municipal Board.
 - **Purple highlighting** – indicates that the policy is taken from OPA 47 which introduced new policies for Community Improvement Plans into the Official Plan. OPA 47 was approved by City Council and came into full force and effect on October 26, 2011.

3.9 Major Transit Station Area

1. In keeping with the vision for a complete and *transit-supportive* community, Downtown is identified as a *major transit station area*. The *major transit station area* will support both inter-city transit service as well as local transit service and function as the central hub providing connections within and outside the City.
2. The *major transit station area* will generally be planned and designed to:
 - i) achieve increased residential and employment densities that support and ensure the viability of existing and planned transit infrastructure and service;
 - ii) achieve a mix of residential, office, institutional and commercial development, where appropriate; and
 - iii) provide access from various transportation modes to the transit facility including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

3.10 Intensification Corridors

1. *Intensification Corridors* are identified on Schedule 1 of this Plan and will be planned to provide for mixed-use *development* in proximity to transit services at appropriate locations.
2. *Intensification Corridors* will be planned to achieve:
 - i) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;
 - ii) a mix of residential, office, institutional and commercial *development* where appropriate; and
 - iii) a range of local services, including recreational, cultural and entertainment uses where appropriate.
3. *Development* within *intensification corridors* identified on Schedule 1 will be directed and oriented towards arterial and collector roads.

3.11 Community Mixed-use Nodes

1. Community Mixed-use Nodes are identified on Schedule 1. These areas will be planned for higher density mixed-uses including residential and employment uses, as well as a wide range of retail, service, entertainment, recreational and commercial uses that serve the local and wider community.
2. The Community Mixed-use Nodes will be planned and designed to:
 - i) be well served by transit and facilitate pedestrian and cycling traffic;
 - ii) provide a mix of commercial, offices and residential *development* in a higher density *compact urban form* that supports *walkable communities* and *live/work* opportunities; and

iii) allow complementary uses such as open space, institutional, cultural and educational uses, hotels and *live/work* studios.

3. Community Mixed-use Nodes are intended to realize, in the long term, an urban village concept through a mix of uses in a compact urban form with a Main Street experience and attractive private and public open spaces, such as urban squares.

Comment [MA1]: Moved from 9.4.2, this policy speaks to the overall Node and is more appropriate in this section of the OP.

43. Community Mixed-use Nodes will evolve over the Plan horizon and beyond through *intensification* and *redevelopment* to provide a compact built form. Commercial uses within the Nodes will be integrated more fully with surrounding land uses and will accommodate mixed-use buildings.

54. New major *development* within areas identified as Community Mixed-use Nodes will demonstrate through concept plans how the proposed *development* meets the policies and objectives of this Plan.

65. Concept plans will be developed by the City or by a *development* proponent in consultation with the City prior to the approval of new major *development* proposals within Community Mixed-use Nodes. The concept plan will include but not be limited to the following:

- i) linkages between properties, buildings and uses of land both within and adjacent to the Node;
- ii) identification of an appropriate location for a Main Street area;
- iii) locations of new public and/or private streets and laneways;
- iv) locations of open space on the site such as urban squares;
- v) general massing and location of buildings that establish a transition to the surrounding community;
- vi) pedestrian, cycling and transit facilities; and
- vii) *heritage attributes* to be retained, conserved and/or rehabilitated.

76. Applications for *Zoning By-law* amendments and site plans, or any phases thereof, for properties subject to a concept plan shall demonstrate to the City's satisfaction that the proposed *development* is generally consistent with the concept plan.

3.12 Greenfield Area

1. The *greenfield area* is identified on Schedule 1 of this Plan. The *greenfield area* will be planned and designed in a manner which will contribute to the City's overall vision of a diverse and *complete community*. *Development* within the *greenfield area* must be compact and occur at densities that support *walkable communities*, cycling and transit and promote *live/work* opportunities.

2. The *greenfield area* will be planned and designed to:

- i) achieve an overall minimum *density target* that is not less than 50 residents and jobs combined per hectare in accordance with the *Growth Plan* policies. The *density target* will be measured in accordance with the provisions of subsection 2.2.7.3 of the

- Growth Plan* over the entire designated *greenfield area* to be developed;
- ii) ensure that new *development* is designed to promote energy conservation, *alternative* and/or *renewable energy systems* and water conservation;
 - iii) create street configurations, densities and an urban form that supports walking, cycling and the early integration and sustained viability of transit services;
 - iv) provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
 - v) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling;
 - vi) promote, where appropriate through secondary planning, the *development* of identifiable, pedestrian oriented neighbourhood scale 'urban villages' through the use of medium and high density, street-related built form that contains a mix of commercial, residential and employment uses, as well as supporting *live/work* opportunities. These centres will be designed around active public spaces and streets, and pedestrian access that is well-linked to the surrounding neighbourhood through walking, cycling and public transit; and
 - vii) develop and implement policies, including phasing policies and other strategies to achieve the *intensification* and *density targets* of this Plan.

3.13 Affordable Housing

1. In order to maintain and enhance a healthy and *complete community*, the City will make provisions for an adequate range of housing types and affordability options by:
 - i) establishing and implementing minimum housing targets for the provision of housing that is affordable to *low and moderate income households*, in consultation with the County of Wellington; and
 - ii) permitting and facilitating all forms of housing required to meet social, health and well-being requirements, including *special needs* requirements of current and future residents.

3.14 Employment Lands

1. As part of fostering a complete and healthy community, the City shall promote economic development and competitiveness and ensure that there is an adequate supply of land for a variety of employment uses to accommodate the forecasted growth [in Section 3.3](#) of this Plan by:
 - i) planning to accommodate the employment growth forecast of a minimum of 92,000 jobs city-wide by the year 2031;
 - ii) providing for an appropriate mix and range of employment uses including industrial, commercial and institutional uses to meet long term needs;
 - iii) providing opportunities for a diversified economic base, including

- maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and *ancillary uses* and takes into account the needs of existing and future businesses;
- iv) planning for, protecting and preserving *employment areas* for current and future uses;
- v) ensuring the necessary infrastructure is provided to meet current and future employment needs;
- vi) directing *major office* and appropriate major institutional uses to primarily locate Downtown or in areas with existing frequent transit service or existing or planned higher order transit service; and
- vii) planning for and facilitating the *development* of employment lands that are *transit-supportive*, are compact in built-form and minimize surface parking.

2. To ensure that adequate land is available to meet future employment needs, the conversion of lands within *employment areas* to non-employment use(s) may only be permitted through a *municipal comprehensive review* where it has been demonstrated that:
 - i) there is a need for the conversion at the proposed location on the basis that there are no alternative location(s) within the City where the use could be accommodated in conformity with the Official Plan;
 - ii) the conversion will not compromise the City's ability to meet the employment forecasts of this Plan;
 - iii) the conversion will not adversely affect the overall viability of the *employment area* and achievement of the *intensification target*, *density targets* and other policies of this Plan;
 - iv) there is existing or planned *infrastructure* to accommodate the proposed conversion;
 - v) the lands are not required over the long term for the employment purposes for which they are designated; and
 - vi) cross-jurisdictional issues have been considered.
3. For the purposes of policy 3.14.2, *major retail uses* are non-employment uses.
4. Policy 3.14.2 only applies to *employment areas* that are not Downtown or regeneration areas. For *employment areas* that are Downtown or regeneration areas, Policy 1.3.2 of the Provincial Policy Statement, 2005 applies.
5. Regeneration areas are areas where a transition of use from industrial to another use is anticipated during the planning horizon of this Plan. Typically, these areas consist of isolated or fragmented sites outside of established or proposed industrial or business parks. The transition of use may be desirable to support improved land use compatibility or to promote reinvestment in underutilized areas of the City. The City may conduct planning studies to determine appropriate future uses for regeneration areas.

6. Employment lands within the *greenfield area* will be planned to contribute toward the achievement of the overall *density target* for the *greenfield area* over the long term. The following *density targets* have been established for monitoring purposes:

Comment [MA2]: Policies moved from Chapter 9 Land Use Designations and modified in response to comments. Intent is to provide clarity to how the achievement of the overall greenfield area density target will be monitored.

- i) Lands designated as Industrial within the *greenfield area* will be planned to achieve a *density target* of 36 jobs per hectare;
- ii) Lands designated Corporate Business Park within the *greenfield area* will be planned to achieve a *density target* of 70 jobs per hectare;
- iii) An overall average *density target* for employment lands within the *greenfield area* of 46 jobs per hectare.

7. Employment lands within the *greenfield area* will be designated to permit a range and mix of uses which support the achievement of the *density targets* identified in policy 3.14.6.

8. Employment uses that generate low job densities are generally encouraged to locate on appropriately designated lands within the *built-up area* of the City where there is convenient access to provincial highways or rail lines.

Comment [MA3]: Moved from Chapter 9 Land Use designations. Policy intent is to support achievement of density targets in the greenfield area.

3.15 Transportation

1. The City's transportation system will be planned and managed to:

- i) provide connectivity among transportation modes for moving people and goods;
- ii) offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit, cycling and walking;
- iii) be sustainable, by encouraging the most financially and environmentally appropriate mode for trip-making;
- iv) offer *multi-modal* access to jobs, housing, schools, cultural and recreational opportunities and goods and services;
- v) provide for the safety of system users; and
- vi) ensure coordination between transportation system planning, land use planning and transportation investment.

2. In planning for the development, optimization and/or expansion of new or existing *transportation infrastructure* the City will:

- i) consider increased opportunities for moving people and goods by rail, where appropriate;
- ii) consider separation of modes within *transportation corridors*, where appropriate;
- iii) use transit infrastructure to shape growth and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;
- iv) place priority on increasing the capacity of existing transit systems to support *intensification areas*;
- v) expand transit service to areas that have achieved, or are planned to achieve, *transit-supportive* residential and

process.

5. The City will work with the Grand River Conservation Authority, non-governmental organizations and other interested parties to encourage and develop a system of publicly accessible parkland, open space and trails, including shoreline areas that:

- i) clearly demarcate where public access is and is not permitted;
- ii) is based on a co-ordinated approach to trail planning and development; and
- iii) is based on good land stewardship practices for public and private lands.

6. The City will encourage an urban open space system that may include rooftop gardens, urban squares, communal courtyards and public parks.

3.21 Managing Growth

Objectives

- a) To ensure *development* is staged in a logical and economical manner in keeping with the City's growth management objectives.
- b) To manage the rate and timing of growth and monitor the achievement of the City's growth management objectives through an annual Development Priorities Plan.

3.21.1 Staging of Development

- 1. *Development* will be staged relative to a program for orderly extension, repair and upgrading of municipal trunk storm and sanitary sewers and watermains.
- 2. The rate and direction of *development* in the City will be guided by the growth management objectives and policies of this Plan including the City's ability to provide and extend municipal services as required and by the City's ability to meet the financial obligations for the provision of required services. Schedule [56](#) outlines in general terms the sequencing of servicing infrastructure within the City.
 - i) Stage 1
Stage 1 includes the *built-up area* of the City and other areas of the City where municipal trunk storm and sanitary sewers and watermains are presently available. The *built-up area* included within Stage 1 will continue to be the subject of development over the planning period to meet the minimum *intensification target* of this Plan. Priority for the upgrading of municipal services will be given to Downtown and *intensification areas*.
 - ii) Stage 2
The Stage 2 area represents the logical extension of

municipal services to support new urban development. The annual Development Priorities Plan will be used to identify priorities for the servicing of new *plans of subdivision*. The provision of servicing in Stage 2 areas will be governed by the City's capital budget process.

iii) Stage 3

The Stage 3 area corresponds generally to the area known as the Guelph Innovation District. This area is within the Eramosa/Blue Springs subwatershed planning area and is subject to a secondary plan process. The provision of servicing into this area will be identified through the Secondary Plan and through updates to subwatershed studies.

iv) Stage 4

The Stage 4 area corresponds to the Clair-Maltby area in south Guelph. provides the long term land supply for urban development and is not anticipated to be developed until the latter half of the planning horizon of this Plan and potentially beyond. A subwatershed study, secondary plan and related supportive studies are required for the entire Stage 4 area prior to any *development* occurring in this area. The provision of servicing into this area will be identified through the secondary plan process.

Comment [MA4]: Policy modified in response to comments. Modification to be consistent with descriptive wording used for Stage 3. The timing of development and provision of servicing will be determined through the secondary plan and the capital budget process.

3. *Development* proposals will be evaluated based on their impact on existing municipal services. The City shall restrict or prohibit *development* where municipal services are not of sufficient capacity or are otherwise inadequate to service the proposed use of the lands.
4. Secondary Plans, implementing *Zoning By-laws* and associated amendment processes, will be used as a regulatory mechanism to prevent pre-mature *development* of land that would not have adequate municipal services.
5. The extension of municipal trunk services to support new urban *development* within the *greenfield area* will be assigned to those areas where maximum efficiencies are achieved. The staging and other provisions of this Plan along with the City's Master Plans respecting water, wastewater and *transportation infrastructure* service provision and the annual Development Priorities Plan will be used to guide *development*. The City will provide new *infrastructure* where the City's staging policies and infrastructure financing capability are aligned.

3.21.2 Development Priorities Plan

1. The City will prepare a *Development Priorities Plan* (DPP) on an annual basis to manage and monitor growth and to define and prioritize the rate, timing and location of *development* in the City. Generally, the DPP:

resources to provide a quality water supply to satisfy the residential and business needs of the city and to sustain the area's natural ecosystem.

10. *Development* shall be restricted in or near *sensitive surface water features* and *sensitive groundwater features* and tributaries such that these features and their related *hydrologic functions* and water quality functions shall be protected, improved or restored. Mitigative measures and/or alternative *development* approaches may be required to protect, improve or restore *sensitive surface water features*, *sensitive groundwater features* and their *hydrologic functions*.
11. The City will implement the recommendations of the Water Conservation and Efficiency Strategy Update (2009) or successor thereto.

4.3.3 Source Protection

Source protection planning is designed to protect existing and future sources of municipal drinking water thereby safeguarding human health and the environment. A Source Protection Plan is being developed by the Lake Erie Source Protection Committee. The Source Protection Plan will place restrictions on land use activities within Wellhead Protection Areas, Intake Protection Zones and Issues Contributing Areas. Once approved by the Ministry of the Environment, the Source Protection Plan policies will be incorporated into this Plan. In the interim, the City will continue to place restrictions on land use activities that have the potential to impact the City's water supply and may implement risk management measures required by the *Clean Water Act*.

1. The entire City area is considered to be a recharge area for municipal drinking water supply. To protect this valuable water resource, the City will introduce conditions of *development* approval that:
 - i) protect wetlands and other areas that make significant contributions to *groundwater* recharge;
 - ii) ensure that stormwater management systems protect water quality and quantity;
 - ~~iii) prohibit the extraction of mineral aggregates in significant groundwater recharge areas;~~
 - ~~iv) require all storage and handling~~ of liquid waste, petroleum, fuels, solvents, fertilizers and related chemicals be provided for in properly designed and engineered containment areas in accordance with all applicable policies, guidelines, technical standards and legislation;
 - v) restrict the placement of underground chemical/fuel storage tanks;
 - vi) require impact studies and risk management plans where proposed *development* has the potential to affect the quantity or quality of *groundwater* resources;

Comment [MA5]: Delete as per Ministry of Municipal Affairs and Housing (MMAH) comments.

Comment [MA6]: Revision as per comment from (MMAH).

8. Areas within the built up portion of the City with slopes greater than 20% may also be required to prepare a Soils Stability and Geotechnical Analysis or engineering assessment by a qualified geotechnical engineer, that ensures slope stability, positive storm drainage and public safety are addressed, to the satisfaction of the City and the Grand River Conservation Authority.

4.4.3 Landfill Constraint Area

The former Eastview Landfill site and lands containing landfill or affected by abandoned *landfill sites* are identified as a Landfill Constraint Areas on Schedule 35. Should additional former *landfill sites* be identified, the policies of this section shall apply.

Objectives

- a) To identify former *landfill sites* and to establish policies that acknowledge the potential adverse environmental effects of these sites while encouraging remediation and re-use, where feasible.
- b) To restrict or control *development* on lands containing landfill (solid waste) or adjacent to these areas.
- c) To ensure surface and *groundwater* resources are protected from contamination from existing or former *landfill sites*.

Policies

1. Notwithstanding the designated land use identified on Schedule 2, future *development* may be restricted or controlled on lands on, or adjacent to lands identified as Landfill Constraint Areas.

2. ~~Only those uses approved by the City pursuant to the Environmental Protection Act, will be permitted on lands that are used or have been formerly used for solid waste disposal purposes. Lands which were used for waste disposal within the past twenty-five years require an approval from the Minister of the Environment, pursuant to Section 46 of the Environmental Protection Act to enable the land to be used for another purpose. Adequate technical assessment must accompany a request for such approval to demonstrate that the future use will neither pose a health and safety hazard nor adversely affect the natural environment. Required approvals pursuant to the Planning Act will not be issued unless a Section 46 approval is granted.~~

Comment [MA7]: Revision as per comments from the Ministry of the Environment.

3. Where *development* is proposed within 500 metres of the fill area of the Eastview Landfill site:
 - i) the Ministry of the Environment shall be consulted regarding actions necessary to identify and mitigate any potential adverse environmental effects; and
 - ii) where appropriate, evidence shall be provided to the City

- transit and energy conserving vehicles and transportation programs;
- vii) supporting the use of reclaimed, environmentally friendly and locally sourced building materials, where appropriate;
- viii) investigating tools to achieve higher levels of energy efficiency than required by the Ontario Building Code, particularly in higher density built forms and larger buildings, e.g. apartments;
- ix) supporting and promoting a building energy *performance labelling* scheme for all buildings; and
- x) establishing a monitoring program to measure energy efficiency to assist the City in meeting the Community Energy Plan goals and targets.

4. The City will investigate tools and incentives to encourage the retrofit of existing buildings to improve energy efficiency.

4.8 Cultural Heritage Resources

Cultural heritage resources are the roots of the community. They may include tangible features, structures, sites or landscapes that either individually or as a part of a whole are of historical, architectural, scenic or archaeological value. *Cultural heritage resources* may also represent intangible heritage such as customs, ways of life, values and activities. These resources may represent local, regional, provincial or national heritage interests and values. They include *built heritage resources*, *cultural heritage landscapes* and *archaeological resources*.

Cultural heritage resources paint the history of the city and provide identity and character while instilling pride and contributing to economic prosperity.

Objectives

- a) To maintain and celebrate the heritage character of the city, including *built heritage resources*, *cultural heritage landscapes* and *archaeological resources*.
- b) To identify, evaluate, *list*, *conserve* and protect *cultural heritage resources* through the adoption and implementation of policies and programs including partnerships amongst various public and private agencies and organizations.
- c) To ~~encourage enhance the a city-wide~~ culture of conservation ~~city-wide~~ by promoting cultural heritage initiatives as part of a comprehensive environmental, economic and social strategy where *cultural heritage resources* contribute to achieving a sustainable, healthy and prosperous city.
- d) To ensure that all new *development*, *site alteration*, building *alteration* and additions are contextually appropriate and maintain the integrity of all on-site *cultural heritage resources* or *adjacent protected heritage property*.
- e) To ~~promote and foster encourage~~ the preservation, rehabilitation or

Comment [MA8]: Revision to wording based on comment from Ministry of Tourism, Culture and Sport (MTCS).

Comment [MA9]: Revision to wording based on comment from MTCS.

restoration of *built heritage resources* and *cultural heritage landscapes* so that they remain in active use.

- f) To promote public and private awareness, appreciation and enjoyment of the City's *cultural heritage resources* through public programs and activities, heritage tourism and guidance on appropriate conservation practices.
- g) To maintain a municipal register of properties of *cultural heritage value or interest* in accordance with the *Ontario Heritage Act*.
- h) To identify, designate and *conserve built heritage resources* and *cultural heritage landscapes* in accordance with Part IV of the *Ontario Heritage Act*.
- i) To identify, designate and *conserve Heritage Conservation Districts* under Part V of the *Ontario Heritage Act*.
- j) To identify, evaluate and *conserve heritage trees* which satisfy the criteria for determining *cultural heritage value or interest* as prescribed by regulation under the *Ontario Heritage Act*.
- k) To identify, evaluate and *conserve archaeological resources* and *areas of archaeological potential* in accordance with the *Ontario Heritage Act*.

4.8.1 Policies

1. *Cultural heritage resources* shall be *conserved* in accordance with this Plan and all other relevant legislation.
2. *Built heritage resources* and *cultural heritage landscapes* may be designated and/or *listed* on the *Municipal Register of Cultural Heritage Properties*.
3. A register of *property* situated in the City that is of *cultural heritage value or interest* shall be maintained and kept up to date by the City, in consultation with Heritage Guelph, according to Section 27 of the *Ontario Heritage Act*. The *Municipal Register of Cultural Heritage Properties* (or *Heritage Register*) will *list designated cultural heritage resources* and non-designated *built heritage resources* and *cultural heritage landscape resources*.
4. The City recognizes that properties within the city that have been identified in the Couling Building Inventory may also have *cultural heritage value or interest*. The properties identified in the Couling Building Inventory may be considered by Council for *listing* in the *Heritage Register* and designation under the *Ontario Heritage Act*.
5. Guidelines for *Cultural Heritage Resource Impact Assessments*, *Cultural Heritage Conservation Plans* and *Cultural Heritage Reviews* may be established by the City. *Cultural Heritage Resource Impact Assessments* and *Cultural Heritage Conservation Plans* will be used when evaluating *development* and

redevelopment in association with designated and non-designated properties in the *Municipal Register of Cultural Heritage Properties*. *Cultural Heritage Reviews* will be used to assess non-designated properties listed on the *Municipal Register of Cultural Heritage Properties*.

6. *Built heritage resources* and *cultural heritage landscapes* are required to be maintained with appropriate care and maintenance that conserves their *heritage attributes* in accordance with:
 - i) the City's *Property Standards By-law*, the *Tree By-law* and the *Site Alteration By-law*; and
 - ii) prescribed federal and provincial standards and guidelines.
7. The ongoing maintenance and care of individual *built heritage resources* and *cultural heritage landscapes* and the properties on which they are situated together with associated features and structures is ~~required encouraged in accordance with City standards and by-laws~~ and, where appropriate, the City will provide guidance on sound conservation practices.
8. Proper conservation and maintenance of *built heritage resources* and *cultural heritage landscapes* should be recognized and encouraged as a viable and preferred means of reducing energy consumption and waste.
9. Harmful disruption or disturbance of known *archaeological sites* or *areas of archaeological potential* should be avoided. Under the Ontario Heritage Act, it is illegal to alter a known archaeological site(s) without an archaeological license.
10. The City will encourage *property owners* to seek out and apply for funding sources available for *conservation* and restoration work.
11. The City may establish financial incentives to promote the *conservation of cultural heritage resources*.
12. The City will ensure the *conservation* and protection of *cultural heritage resources* in all planning and *development* matters ~~subject to the Planning Act including site alteration, transportation, servicing and infrastructure projects.~~
13. The City may require, as a condition of approval of a *development* proposal within which a *cultural heritage resource* is situated or which is adjacent to a *protected heritage property*, the provision of one or more performance assurances, performance security, property insurance and/or maintenance agreements, in a form acceptable to the City, in order to conserve the *cultural heritage resource*.
14. It is preferred that *cultural heritage resources* be conserved in situ and that they not be relocated unless there is no other means

Comment [MA10]: Revision to wording based on comment from MTCS.

Comment [MA11]: Revision based on comments from MTCS.

Comment [MA12]: Revisions based on MTCS comment related to ensuring that transportation, infrastructure and urban design activities are consistent with heritage conservation policies.

to retain them. Where a *cultural heritage resource* cannot be *conserved* in situ or through relocation and approval for demolition or removal is granted, the City in consultation with Heritage Guelph will require the proponent to provide full documentation of the *cultural heritage resource* for archival purposes, consisting of a history, photographic record and measured drawings, in a format acceptable to the City.

15. The proponent shall provide and deliver to the City all or any part of the demolished *cultural heritage resource* that the City, in consultation with Heritage Guelph, considers appropriate for re-use, archival, display, or commemorative purposes, at no cost to the City. The City may use or dispose of these *artifacts* as it deems appropriate [in accordance with the Ontario Heritage Act and any applicable regulations or guidelines](#).

Comment [MA13]: Revisions to wording based on comments from MTCS.

16. Council may pass by-laws providing for the acquisition by purchase, lease or otherwise of any real *property* or part thereof, designated under Part IV of the *Ontario Heritage Act*.

17. The City may dispose by sale, lease, or otherwise of any real *property* or interest therein acquired under policy 4.87.12.167, upon such terms and conditions as Council, [in consultation with Heritage Guelph](#), may consider appropriate.

Comment [MA14]: Revisions to wording based on comments from MTCS.

18. The predominant *built heritage resources* in the periphery of the city are the farmsteads. While there have historically been strong cultural, economic, social and political links between the City of Guelph and its rural neighbours, it is the farming history which sets this area apart from the more heavily urbanized parts of the City. In many cases, the farmsteads are linked to pioneer settlers and other important persons, technologies, architectural styles and developments, or represent the historical development of Guelph and Wellington County. Many are intact examples of early settlement patterns in Wellington County, which survive as a testament to the prosperity and history of this area. These *built heritage resources* are most deserving of preservation and careful incorporation into *developments* in accordance with the provisions of this Plan.

19. The farmhouse at 80 Simmonds Drive will be incorporated into the design of the main public square for the lands located along the west side of Victoria Road, providing opportunity for the use of this building as a public facility (community centre or library) or alternatively, to be retained as a residential use.

4.8.2 Heritage Designation

1. Council, in consultation with Heritage Guelph, may designate by by-law, properties of *cultural heritage value or interest* in accordance with Part IV of the *Ontario Heritage Act*. Properties of *cultural heritage value or interest* must, in Council's opinion, meet one of the prescribed criteria as established by regulation under

the *Ontario Heritage Act*. Such properties shall be *listed as designated properties* in the *Municipal Register of Cultural Heritage Properties*.

2. *Development, redevelopment, and site alteration* affecting a *designated property* or other *protected heritage property*, where the works are likely to affect the *property's heritage attributes*, shall not be permitted unless written *consent* is received from the City.
3. Applications for any *alteration* affecting or likely to affect the *heritage attributes* of a *designated property* or other *protected heritage property* shall be required to demonstrate, to the satisfaction of the City, in consultation with Heritage Guelph, through a *Cultural Heritage Resource Impact Assessment* and/or a *Cultural Heritage Conservation Plan* how the *heritage attributes* will be *conserved*, protected and integrated, where appropriate, into the *development plans*.
4. *Development, redevelopment and site alteration of designated properties* or other *protected heritage property* shall be designed to integrate the *property's heritage attributes* into the proposed design and ensure *compatibility* with the *heritage attributes* and values through such measures as:
 - i) maintaining the original location and orientation to the street and lot pattern;
 - ii) conserving the *cultural heritage landscape* or setting;
 - iii) ensuring the height, bulk, form, massing, materials, fenestration and/or facade treatments do not detract from the *heritage attributes*; and
 - iv) maintaining the general scale and pattern of the streetscape.
5. *Development, redevelopment and site alteration of designated properties* or other *protected heritage property* shall ensure that the proposed *development, redevelopment or site alteration* *conserves* or enhances the context in which the *cultural heritage resource* is situated.
6. *Heritage attributes* shall be *conserved*, unless it has been demonstrated to the satisfaction of the City, in consultation with Heritage Guelph, that the *heritage attributes* or the designation of the property no longer meet the criteria for determining *cultural heritage value or interest* established by provincial regulation. [The repeal of a heritage designation will be undertaken in accordance with the Ontario Heritage Act and its regulations or guidelines.](#)

Comment [MA15]: Revision based on comment from MTCS.

4.8.3 Heritage Conservation Districts

1. Council, in consultation with Heritage Guelph, may initiate for examination any area of the City for possible designation as a *Heritage Conservation District*, in accordance with Part V of the *Ontario Heritage Act*.

criteria for designation under the *Ontario Heritage Act*.

7. Where a non-designated *built heritage resource* or *cultural heritage landscape* is listed in the *Heritage Register*, the City may require, as a condition of approval of a *development* application under the *Planning Act*, a building permit, a partial demolition or change of use, that the proponent enter into agreements to *conserve* and/or permit to be designated, by the City, in consultation with Heritage Guelph, the *built heritage resource* or *cultural heritage landscape*.
8. The City may require the proponent to prepare a *Cultural Heritage Conservation Plan* as a condition of approval for a *development* application, a building permit, including partial demolition, and/or a change in use that has the potential to impact a non-designated *built heritage resource* or a *cultural heritage landscape* listed in the *Heritage Register*.

4.8.6 Archaeological Resources

1. The City recognizes that there are archaeological remnants of ~~prehistoric-precontact~~ and early historic habitation within the City. The Archaeological Master Plan – Planning Report (January 2001) identified lands that have the potential for the discovery of *archaeological resources*. Additional areas may be identified by the City on the basis of the definition for *areas of archaeological potential* as defined in this Plan and in relevant provincial standards and guidelines as amended.
2. Where *archaeological resources* or *areas of potential archaeological resources* have been identified or have the potential to be present on lands proposed for *development* or *site alteration*, the City shall require the preparation of an *Archaeological Assessment* by a consultant archaeologist holding a valid professional license.
3. *Development* and *site alteration* shall only be permitted on lands containing *archaeological resources* or *areas of potential archaeological resources* if it has been demonstrated that the *significant archaeological resources* have been *conserved* by removal and documentation, or by preservation on site. Where *significant archaeological resources* must be preserved on site, only *development* and *site alteration* which maintains the integrity of the *archaeological resource* may be permitted.
4. *Development* and *site alteration* shall not commence on lands containing *archaeological resources* or *areas of potential archaeological resources* until an *Archaeological Assessment*, prepared to the satisfaction of the Province and the City, has been completed that:
 - i) identifies the affected *areas of archaeological potential* and *archaeological resources*;

Comment [MA16]: Revision based on comment from MTCS.

- ii) *assesses the archaeological significance* of the subject land;
- iii) recommends *conservation* and/or preservation measures required to retain the heritage value, attributes and integrity of the resource; and
- iv) meets the *Standards and Guidelines for Consultant Archaeologists*, as amended, the *Ontario Heritage Act* and its regulations; ~~and~~
- v) ~~includes a completed archaeological site registry form in instances where archaeological sites are registered.~~

Comment [MA17]: Delete as per MTCS comments.

4.8.7 Heritage Guelph

1. Heritage Guelph is the City's municipal heritage committee, and will be consulted, as appropriate, on matters associated with the identification, evaluation, *listing, conservation*, restoration, protection, and enhancement of *cultural heritage resources*.
2. Heritage Guelph will advise and assist Council in the identification and prioritization of *cultural heritage resources* within the City in accordance with the criteria for determining *cultural heritage value or interest* established by Provincial regulation.
3. Heritage Guelph will provide advice to Council on the designation of properties under Part IV of the *Ontario Heritage Act* and the delineation and designation of *Heritage Conservation Districts* under Part V of the *Ontario Heritage Act*.
4. Heritage Guelph will provide advice on *cultural heritage value or interest* on all matters referred to it by Council.
5. All properties identified on the Couling Building Inventory that have not been *listed* on the *Municipal Register of Cultural Heritage Properties* (e.g. buildings, structures, landscapes, monuments, installations or visible remains constructed prior to 1927, but not limited to those constructed prior to 1927) shall be considered as potential *built heritage resources* until considered otherwise by the Heritage Guelph.
6. The City will promote good communication between Heritage Guelph and City departments, local heritage groups, and applicable government agencies.
7. The City, in conjunction with Heritage Guelph, will encourage and foster public education, awareness, participation in, and appreciation of the conservation of *cultural heritage resources* by installation of plaques, *conservation* awards, publication of literature, assistance to the media and other means considered appropriate by Council.
8. The City may use government or non-government funding programs to assist in the implementation of the heritage *conservation* policies of this Plan.

9. The City shall co-ordinate its heritage *conservation* plans and programs with other levels of government.

4.8.8 Heritage Trees

1. The City shall identify, evaluate and *conserve heritage trees* which satisfy one of the criteria for determining *cultural heritage value or interest* as prescribed by regulation under the *Ontario Heritage Act*.

2. Where *heritage trees* have been identified by the City, they will be protected through appropriate measures under the Ontario Heritage Act to the fullest extent possible while having regard to the health of the tree and public safety.

Comment [MA18]: Revision to provide clarity in response to public comments.

4.8.9 Cultural Heritage Resource Impact Assessment

1. The City may require a *Cultural Heritage Resource Impact Assessment* or a *Scoped Cultural Heritage Resource Impact Assessment* as part of a complete *development* application for the following *development* application types if the subject *property* has been designated under the *Ontario Heritage Act* or has been listed as a non-designated property in the *Heritage Register*:
 - Official Plan Amendment (when combined with a *Zoning By-law Amendment* or a Plan of Subdivision)
 - *Consent*
 - *Zoning By-law* Amendment
 - Plan of Subdivision
 - Minor Variance
 - Site Plan Control.
2. A *Cultural Heritage Resource Impact Assessment* or a *Scoped Cultural Heritage Resource Impact Assessment* shall be carried out to the satisfaction of the City, in consultation with Heritage Guelph.
3. The *Cultural Heritage Resource Impact Assessment* shall include, but is not limited to the following:
 - i) a description of the proposed *development, redevelopment or site alteration*, including a location map showing proposed buildings, existing land uses, site survey, architectural drawings, detailed conceptual façade renderings, interior architectural details where the *heritage attributes* are identified within a building or structure and other details as specified by the City;
 - ii) a detailed description of the *built heritage resource(s), cultural heritage landscape features, heritage attributes*, sources of research and conclusions regarding the significance of the *cultural heritage resource* with respect to their *cultural heritage value or interest*;
 - iii) a description of the existing regulations if any, affecting the

accessibility to commercial and industrial areas of the City.

- ii) The City will restrict the location of land uses, activities and home occupations that generate truck traffic.

5.10 Railways

1. The City recognizes the importance of the rail system and supports and encourages the enhanced role of rail transportation for goods and passenger movement.
2. The City will facilitate the provision of rail freight service to *employment areas*, where feasible, including the continued support of the City-owned Guelph Junction Railway Company.
3. The City will support the future use of the Guelph Junction Railway for potential passenger rail service as illustrated on Schedule [67](#).
4. The City will encourage the continued provision of passenger rail service.
5. To minimize road/rail conflict wherever possible, the City has identified the following location for a road/rail grade separation:
 - i) Silvercreek Parkway and CNR grade separation as part of the reconnection of Silvercreek Parkway south of Paisley Road.
6. Proponents of *development* in proximity to a railway:
 - i) must demonstrate, to the satisfaction of the City, that applicable safety requirements can be satisfied;
 - ii) meet the requirements of the Noise and Vibration policies of this Plan; and
 - iii) implement other mitigation and buffering measures such as set-backs, intervening berms and security fencing as may be required as a condition of subdivision approval or other *development* approval.
7. Where *development* cannot reasonably achieve standard safety measures, the City, in consultation with the affected railway, may consider a site specific risk management approach to meeting safety and security requirements.

5.11 Parking

1. The City will ensure that adequate parking facilities are provided to meet the parking demands generated by various land uses.
2. The City shall specify off-street parking requirements and may establish maximum parking requirements in the *Zoning By-law*, where appropriate.
3. Off-street parking areas and facilities shall be provided through zoning and site plan requirements.

4. The City may acquire, develop and operate parking facilities.
5. Cash-in-lieu of required parking may be considered in accordance with the *Planning Act*.
6. Reduced parking requirements may be considered as part of a Parking Study, particularly within Downtown, Community Mixed-use Nodes and *Intensification Corridors*, or for *affordable housing*, or where high levels of transit exist or are planned.

7. The City may develop zoning regulations for shared parking arrangements between multiple facilities to optimize the staggered nature of demand for parking on a time-of-day, weekday/weekend and monthly basis.

Comment [MA19]: New as per comments from MOI

87. The City may encourage managing the supply of parking as a *TDM* measure.

5.12 Transportation Networks

The City's road network is integrated into the Provincial Highway system and ties into the County/Township transportation network. Provincial Highways 6 and 7 are both major routes to and through the City while Wellington Road 124 is an important regional connection.

1. The City will work with Wellington County, the Region of Waterloo, the Region of Halton and the Provincial and Federal Governments, as appropriate, to co-ordinate *transportation infrastructure* planning and implementation within the City and surrounding areas. This co-ordination will include participation in *Environmental Assessment* processes and undertaking joint transportation planning studies.
2. Schedule ~~67~~ identifies future transportation projects identified through *Environmental Assessments* and council approved studies. *Development* in proximity to these proposed improvements will be designed and integrated such that it does not preclude or negatively affect the proposed transportation network improvement.

3. All *development* proposals adjacent to or in the vicinity of a the Provincial Highways in Guelph within the Ministry of Transportation's permit control area are subject to approval the requirements and permits of the Ministry of Transportation. ~~These requirements and permits are in addition to the road design standard requirements of the City. Any areas in the City that are identified for future development that are located within the Ministry of Transportation's permit control area will be subject to provincial policies, standard and requirements. These requirements and permits are in addition to the road design standard requirements of the City. Direct access to provincial highways will be discouraged and often prohibited.~~

Comment [MA20]: Revisions as per Ministry of Transportation comments.

4. The Transportation Master Plan will be updated on regular intervals,

6 Municipal Services and Infrastructure

The provision of *infrastructure*, including drinking water, wastewater, stormwater and waste management, electrical and telecommunication services all support *development*. Provision of these services will be financially viable and manage demand and optimize existing infrastructure in order to reduce the need for new facilities. The City is not responsible for providing all of these services, but plays a collaborative role in ensuring that these are provided efficiently. In addition, [this Chapter](#) ~~the following~~ includes provisions for controlling the spread of termites and for controlling *site alteration*.

Objectives

- a) To encourage the efficient use of municipal services and utilities.
- b) To ensure full municipal services are provided for all forms of *development*.
- c) To ensure *groundwater* resources, on which Guelph's water supply is based and which sustain the area's natural environment, are respected, protected and conserved.
- d) To promote the retention, repair and upgrading of *infrastructure* in the older parts of the City.

6.1 Policies

1. The City will ensure the provision of *infrastructure* and utilities in a fiscally sustainable manner in accordance with recognized standards for urban *development*.
2. The City will ensure there is an adequate supply of serviced land and *intensification* opportunities to meet future *development* needs.
3. The provision and extension of full municipal services and utilities to all new *development* will be required. Full municipal services shall include facilities for:
 - i) sanitary sewage disposal;
 - ii) water supply;
 - iii) stormwater management;
 - iv) solid waste management;
 - v) electrical power; and
 - vi) transportation networks including public transit and pedestrian and cycling networks.
4. The City will plan for the inclusion of *district energy* infrastructure within municipal right-of-ways where appropriate.
5. Where feasible, electrical and cabled services within new *development* shall be located underground. Upon replacement, providers are encouraged to relocate electric and cabled services underground.

6. Prior to permitting a *development* proposal, the City shall ensure there is adequate provision for overall *municipal water*, wastewater treatment, and solid waste and stormwater management facilities to accommodate the *development*.
7. The City will coordinate with utility providers to facilitate the efficient provision of services.
8. City Council may pass by-laws and enter into agreements, including financial arrangements with property owners for the installation of municipal services.
9. The City will consider the use of alternative development standards to provide municipal services where the effectiveness and efficiency of the service is retained, and when *development* cost savings and energy efficiencies may be realized.
10. The City will guide the direction, location, scale and timing of *development* to ensure compact, orderly *development* and to minimize the cost of municipal services and related *infrastructure*.
11. The City will ensure full utilization of existing municipal services and utilities and conservation measures as appropriate.
12. The City will ensure that *infrastructure* is provided in a coordinated, efficient, integrated and cost-efficient manner to meet current and projected needs, including:
 - i) the optimization of existing *infrastructure*, where feasible, before giving consideration to new *infrastructure* or facilities; and
 - ii) the strategic location of *infrastructure* to support effective and efficient delivery of emergency management services.
13. The City will ensure that *sewage and water service systems* are financially viable and comply with regulatory requirements, can be sustained by the City's water resources, and protect human health and the natural environment.
14. The City's servicing requirements for planned development and projected growth will be monitored to ensure that the sustainable water and wastewater system capacities are not exceeded and to provide sufficient lead time for the planning, design, approval, financing and construction of new facilities as required.
15. The City will specify procedures for the allocation of water supply and wastewater treatment capacity for *development* applications approved under the *Planning Act*. Such procedures will include reserve capacity allocations for the following:
 - i) residential infill and *intensification development* within the *built-up area*;

- ii) residential *development* within the *greenfield area*, consistent with staging of development policies; and
 - iii) non-residential *development* in both the existing *built-up* and *greenfield area*.
16. The City will discourage non-residential *development* that requires high volumes of water use and/or wastewater discharge if the *development* has the potential to compromise the City's ability to service existing and planned levels of population and employment, or where the *development* would require unduly costly water and/or wastewater system upgrades.

17. The City will develop guidelines for non-residential water consumption and wastewater discharge to assist in the evaluation of development applications.

Comment [MA21]: Policy added in response to concerns about what constitutes high volumes. The City will develop guidelines for this but actual targets will not be included in the OP.

187. Where the City has permitted non-residential *development* that requires high volumes of water use and/or wastewater discharge, the allocation of water supply and wastewater treatment capacities will be subject to review and approval by the City. As a condition of *development* approval, the applicant/owner will be required to enter into a consumption and discharge agreement with the City. The agreement will specify the terms and conditions that are to be met by the applicant/owner in order to receive the requested capacity allocation.

198. *Development* on private services is prohibited except as provided for in policy 6.1. ~~2019~~ to avoid sprawl, premature municipal servicing and potential *negative impacts* on the City's water resources and *natural heritage features*.

~~2019~~. The City will not permit *development* on *partial services* except where necessary to address a failed *individual on-site water service* or *individual on-site sewage services* on an existing lot of record and only where municipal services are not available or are not expected to be available within 2 years.

6.2 Water Supply

The City relies primarily on *groundwater* resources for its potable water including the Arkell Spring Grounds, located in Puslinch Township which is a significant source of supply for the City. Numerous municipal wells within the City boundary and immediately adjacent to the City also contribute to the City's overall water supply. These policies outline the City's approach to supplying safe high-quality drinking water. Additional policies can be found in Section 4.3 Watershed Planning and Water Resources.

Objectives

- a) To provide a safe, high quality water supply to meet the needs of residents and businesses, now and in the future through an emphasis on conservation, protection and sustainable *development*.
- b) To promote water conservation and efficiency measures to sustain the

9. Cultural facilities, including museums, art galleries, performing arts facilities, private facilities and managed historical sites are supported as an integral part of the social and cultural fabric of the City.
10. New cultural facilities that serve the City or larger region are encouraged to locate Downtown.

7.2 Affordable Housing

The City recognizes the importance of housing, including *affordable housing*, in meeting the needs of the City's existing and future residents.

Objectives

- a) To encourage and support the development of *affordable housing* throughout the City by planning for a range of housing types, forms, tenures and densities.
- b) To actively participate in, encourage and promote *affordable housing* opportunities funded by Provincial and/or Federal programs in conjunction with the *Consolidated Municipal Service Manager (Service Manager)* to ensure a supply of new *affordable housing* within the City.
- c) To encourage and support education and awareness programs with private, public and local community stakeholders to highlight the economic and social advantages of *affordable housing*.
- d) To recognize the role of existing housing and *accessory apartments* in providing choices for a full range of housing, including *affordable housing*.
- e) To protect the existing supply of affordable rental housing by regulating demolitions and the *conversion* of existing rental properties to *condominiums* or co-ownership housing.
- f) To promote innovative housing types and forms to ensure *affordable housing* for all socio-economic groups throughout the city.
- g) To establish and implement minimum targets for *affordable housing* through new *development* applications.
- h) To ensure that an adequate supply, geographic distribution and range of housing types including *affordable housing* and supporting amenities, are provided to satisfy the needs of the community and to support an affordable lifestyle.

7.2.1 Affordable Housing Targets

1. An *affordable housing* target will be implemented through new *development* applications city-wide. The *affordable housing* target is based on the method outlined in the City of Guelph's December 2009 Affordable Housing Discussion Paper and will be implemented through the use of various planning tools (e.g.,

planning policy, development approvals, financial incentives, partnerships, community education and monitoring).

2. ~~The annual affordable housing target requires that an average of 30% of all new residential development to constitute affordable housing. The target is to be measured city-wide.~~ The target includes an annual target of 27% affordable ownership units and an annual target of 3% affordable rental housing units.
3. ~~The City will support the Service Manager in the achievement of the development of An additional separate annual target of 6% of all new residential development has been established for social housing.~~
4. While not part of the annual *affordable housing* target, the creation of approximately 90 accessory apartment units annually will be encouraged.

Comment [MA23]: Modification to provide clarity that the target is city-wide, basis is that the need for affordable housing is 30% of the total residential units constructed.

Comment [MA24]: Revised, based on comments from MMAH, the City is not the Service Manager and cannot directly implement this policy.

7.2.2 General Policies

1. The City will develop a housing strategy that will set out a plan, including policies for the Official Plan and implementation strategies, to meet the needs of all residents, including the need for *affordable housing* – both home ownership and rental housing. The housing strategy will include the planning and development of a range of housing types and densities to support the achievement of the *intensification target* and *density targets*.
2. As part of the *development* approval process, City Council may require the identification of lands for *affordable housing*.
3. City Council shall consider giving priority, through the Development Priorities Plan, to *development* applications that provide the type, size and tenure of housing required to meet the social and economic needs of the City's residents.
4. City Council may establish alternative development standards for *affordable housing*, *residential intensification*, *redevelopment* and new residential development which minimizes the cost of housing and facilitates *compact urban form*. This may include setting maximum unit sizes or reducing parking requirements.
5. City owned land that is surplus to City needs and appropriate for residential development shall be given priority for sale or lease for the development of *affordable housing*.
6. Investment in new *affordable housing* shall be encouraged through a coordinated effort from all levels of government and appropriate partnerships with non-government organizations and through the implementation of a range of strategies including effective taxation, regulatory and administrative policies and incentives.
7. The City shall identify, promote and where appropriate,

developments planned and constructed over the year and will set the new *affordable housing benchmark* prices for ownership and rental housing for the upcoming year. The information collected may be used to inform the prioritization and assignment of development proposals in the City's Development Priorities Plan.

9. The *affordable benchmark* price for ownership and rental housing will be monitored and established annually to reflect changing market conditions.
10. The *affordable housing* target will be reviewed as part of the Five Year Official Plan review.
11. The City will annually monitor:
 - i) the number and types of *affordable housing* produced through new residential *development* and *intensification* efforts;
 - ii) the number and types of *affordable housing* lost through demolition and condominium conversion;
 - iii) ownership and rental house prices;
 - iv) rental *vacancy rates*; and
 - v) achievement of the *affordable housing* targets of this Plan.
12. Based on monitoring results, priorities may be set among the various *affordable housing* needs.

7.3 Open Space System: Trails and Parks

The City's open space system accommodates a variety of recreational pursuits while having regard for and complementing the City's natural areas. The open space system consists of parks, trails and open space areas that are not part of but may be interconnected with or supportive of the natural heritage system and conservation lands. The open space system plays an important role in defining the character of the City and promoting community health and wellness.

Comment [MA25]: Modification to provide clarity that in some geographic areas, the open space system of parks and trails is interconnected with and provides linkages for the Natural Heritage System.

This Plan sets out policies that protect and enhance the open space system for current and future generations.

Objectives

- a) To develop a connected open space system of trails and parks that provides residents with exposure to, awareness of and interaction with nature and contributes to community health and wellness.
- b) To develop a cohesive and comprehensive city-wide trail system that will connect people and places through a network that is off-road, wherever possible, and supported by on-road links where necessary.
- c) To create a hierarchy of open space, trails and parks based on size, function and population to be served.
- d) To provide a sufficient open space system of parks and trails to meet the

active and passive recreational needs of residents that is accessible to all residents.

- e) To accommodate the unique and growing park and trail needs created by *residential intensification* with an emphasis on walkability.
- f) To reduce parkland deficiencies within City neighbourhoods.
- g) To encourage the use of the City's parks as '*living community centres*' that provide animated spaces serving as activity hubs for neighbourhoods and the community at large in accordance with the Recreation, Parks and Culture Strategic Plan.
- h) To protect and enhance, trails, parks and open spaces for current and future generations.
- i) To create and promote tourism attractions in the City's open space system.
- j) To encourage indigenous biological diversity, [naturalization and environmental enhancement](#) in appropriate open space and park locations.
- k) To ensure that urban forestry is a key component of park design.
- l) [To plan for interconnections and enhancement opportunities between the open space system and the natural heritage system, where appropriate.](#)

Comment [MA26]: Modification to expand objective to include naturalization and environmental enhancement in response to comment concerned with deletion of this wording in the Plan.

Comment [MA27]: New, to support connections between parks and trails and the natural heritage system.

7.3.1 Trail Network

The City's Trail Network is based on the Guelph Trail Master Plan which provides the vision for a comprehensive network of off-road trails and on-road links that connect people and places throughout Guelph and potentially to neighbouring municipalities. The Trail Network is comprised of interconnected parks, recreation areas and other open spaces.

1. The City will continue to pursue the development of a Trail Network as set out in Schedule [78](#) and in accordance with the Guelph Trail Master Plan.
2. Where privately owned lands are shown on Schedule [78](#), this Plan does not imply that these lands are open to the general public or that these lands will be purchased by the City or any other public agency in the future.
3. Under most circumstances, trail development should be restricted to public lands; private lands will not be considered until a mutually agreeable arrangement between the City and the land owner has been prepared.
4. This Plan recognizes that all lands owned by the University of Guelph and the Homewood Corporation are under private ownership.

8 Urban Design

Good urban design is fundamental to the creation of enduring, attractive and valued environments which are memorable and flexible and can evolve to accommodate changes in use over time. Adaptable and well-designed infrastructure networks, buildings and open spaces result in communities and places that remain viable and attractive for many generations, supporting civic and economic activity and a high quality of life. To achieve a *complete community*, the urban design policies contained in this Plan apply to all development within the City.

The urban design policies of this Plan apply to all land uses and public *infrastructure*.

Objectives

- a) To create neighbourhoods with diverse opportunities for living, working, learning and playing.
- b) To build compact neighbourhoods that use land, energy, water and *infrastructure* efficiently and encourage walking.
- c) To showcase natural attributes as defining features of the City's character by making them highly visible and accessible, especially lands along the Speed and Eramosa Rivers.
- d) To engage in "place-making" - developing infrastructure, spaces and buildings that are permanent and enduring, memorable and beautiful, adaptable and flexible, and valued.
- e) To *conserve* and celebrate the City's *cultural heritage resources* through the reuse of *built heritage* and *cultural heritage landscape* assets and ensuring that adjacent development responds to and respects these assets.
- f) To ensure that the design of the built environment ~~and enhances~~ respects, strengthens the character of the existing distinctive areas and neighbourhoods of the City.
- g) To create a diversity of inviting and accessible gathering places that promote a full range of social, cultural and economic interaction.
- h) To establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces.
- i) To allow for a range of architectural styles and promote expressions that bring interest and diversity in urban form and architectural design while responding appropriately to the local context and achieving *compatibility*.
- j) To design space that is accessible to all, regardless of abilities.
- k) To improve conditions for greater personal security within publicly

Comment [MA28]: Minor modification to wording.

accessible spaces by designing them to be attractive and comfortable to the public, increasing the potential for informal surveillance and reducing opportunities for crime.

- l) To preserve and enhance protected *public views* and *public vistas* of built and natural features.
- m) To design for a choice of mobility including walking, cycling, transit and driving.
- n) To require urban design that reduces energy and water demand through such measures as, but not limited to, orientation of streets and buildings and the implementation of active and passive *renewable energy systems* and *alternative energy systems* and water conservation strategies.

Policies

8.1 Sustainable Urban Design

- 1. The design of site and building development will support energy efficiency and water conservation through the use of *alternative energy systems* or *renewable energy systems*, building orientation, sustainable building design, low impact stormwater infiltration systems, drought-resistant landscaping and similar measures.
- 2. New *development* shall be integrated with the existing topography where possible to maintain the physical character of the area and minimize the amount of grading and filling required.
- 3. New residential neighbourhoods shall be designed to ensure that most residents live within a 5 to 10 minute 400-metre walk of mixed-use areas, amenities and transit stops.

Comment [MA29]: Revision to clarify the intent is that amenities would be planned for within a convenient walking distance of most residents.

8.2 Public Realm

- 1. A clearly identifiable *public realm* should be established in all residential areas consisting of an interconnected network of streets, parks, school sites, community trails and open spaces.
- 2. New residential developments shall be designed to be integrated and connected to surrounding existing neighbourhoods; providing full pedestrian and vehicular access including access to transit.
- 23. *Development* proposals shall extend, establish or reinforce a modified grid-like street network that:
 - i) connects with the existing urban fabric of streets, open spaces and developed areas;
 - ii) is highly interconnected;
 - iii) responds sensitively and creatively to natural and other established features;
 - iv) integrates with the pedestrian and bicycle networks;

Comment [MA30]: New policy to replace 8.4.9; provides support for developments that are integrated and connected, rather than gated and disconnected.

- v) supports the integration of viable transit service; and
- vi) is designed to maximize opportunities for solar gain while respecting the built form policies of this Plan.

34. Block lengths shall be reasonably short especially within Community Mixed-use Nodes and *Intensification Corridors* and shall optimize connectivity for pedestrians and encourage walking. Longer blocks shall have adequately sized mid-block pedestrian links.

45. New cul-de-sacs may be permitted only when warranted by natural site conditions or to preserve *cultural heritage resources* in situ.

56. Reverse lotting and 'window roads' (i.e. single loaded local roads flanking arterial and collector roads) should be avoided.

67. Road design will balance the provisions for a safe, accessible, functional and attractive pedestrian-oriented environment with an acceptable level of motor vehicle traffic. To achieve a pedestrian oriented *public realm* and streetscape, a variety of techniques may be implemented, depending on the function and context of the road, including:

- i) widening sidewalks to allow for a comfortable pedestrian environment as well as retail displays, outdoor café seating, benches and shade street trees;
- ii) reduced lane widths;
- iii) provision of landscaped boulevards;
- iv) provision of on-street parking;
- v) provision of transit priority measures and bicycle infrastructure;
- vi) provision of regular intersections of roads to allow for the creation of a modified grid system; and
- vii) use of alternative road geometrics and materials at pedestrian crossing areas.

78. The City will maintain a program of tree replacement within its right-of-ways in all areas of the City.

89. The planting of trees, shrubs and groundcover in street medians and shoulders shall be designed to allow for their long term health through the implementation of best practices for planting and maintenance. Planting in street medians and shoulders will generally be undertaken with low maintenance, drought resistant and salt tolerant plant species.

910. The City will coordinate street infrastructure elements such as lighting, parking areas, landscaping, transit shelters, trash containers, bicycle racks and signage to enable the continuity in character and function of the streetscape.

1011. New *development* shall be designed to contribute to a pedestrian-oriented streetscape through strategies such as:

- i) locating built form adjacent to, and addressing, the street edge;

- ii) placing principal building entrances towards the street and corner intersections;
- iii) maintaining or extending a continuous building façade or streetwall along the street;
- iv) providing for active uses that provide an interface with the *public realm* that enhances the liveliness and vibrancy of the street (e.g. seating, cafés, patios, displays);
- v) incorporating weather protection measures such as canopies, awnings, building projections or colonnades, where possible;
- vi) ensuring that street elements are co-ordinated with those within the public street right-of-way; and
- vii) ensuring that the placement of above-ground utilities do not visually detract from a cohesive streetscape through such strategies as clustering utilities in appropriate locations or containing them in other streetscape features.

8.3 Landmarks, Public Views, and Public Vistas

1. The City may identify existing landmarks or locations for new landmarks and require measures for their protection and retention. In general, signature buildings will be required at corner locations or at the apex of T-intersections to serve as new neighbourhood landmarks.
2. Key *public views* to the Church of Our Lady shall be identified and protected. *Public views* and *public vistas* to other *cultural heritage resources* or natural heritage features may be identified for protection. The City may initiate studies from time to time to identify significant *public views* and *public vistas*.
3. Parks, schools, places of worship and other community facilities should be established in visually prominent, central and accessible locations to serve as neighbourhood focal points or gathering places. These focal features should have good access to all forms of transportation, be created to a high standard of design and include uses serving the local community.
4. Opportunities to provide *public views* of Significant Natural Areas are strongly encouraged.
5. Reverse lotting onto Significant Natural Areas and other components of the *public realm* should be avoided.
6. Buildings should be oriented to maintain *public vistas* of ~~and/or visual access to~~ Significant Natural Areas on lands adjacent to the site.
7. Streets should create view corridors and *public vistas* of Significant Natural Areas, the river valleys and park facilities.

Comment [MA31]: Delete “visual access” in response to comments related to meaning and application of this term. Intent is to maintain views of natural areas.

8.4 Gateways

1. The City may identify certain desirable locations for gateway features and may require distinctive urban design forms at these locations. Gateways

shall define a sense of entrance and contribute to community image and identity.

2. Major gateways will be located in visually prominent sites located at major entry points into the City.
3. Minor gateways are to be located at prominent intersections which are neighbourhood-scaled gateways or at secondary entry points into the City.
4. The following roads, where they intersect the City boundary, are considered major gateways:
 - i) Gordon Street;
 - ii) Woodlawn Road West;
 - iii) Victoria Road North;
 - iv) Woolwich Street;
 - v) Eramosa Road;
 - vi) York Road;
 - vii) Wellington Street West; and
 - viii) Stone Road East.
5. In addition to the City identified major gateways, the City will work with the Province to recognize and design the Hanlon Expressway [\(Highway 6\)](#) corridor as a significant City gateway though standards such as landscaping and lighting. *Development* abutting the Hanlon Expressway shall also recognize its function as a gateway through high-quality building design, appropriate signage and landscaping.
6. *Development* at gateways shall be required to meet a high standard of design, recognizing their role as a gateway and be appropriately oriented to the *public realm*.
7. Where a commercial or mixed-use development is located at the intersection of major streets, the *development* or *redevelopment* of each corner property are considered minor gateways and development will incorporate neighbourhood-scale gateway features. Generally this shall be accomplished through high-quality built form and may include pedestrian linkages into the site at the intersection.
- ~~8. Gateways to new neighbourhoods should create a sense of entrance and arrival contributing to community image and identity. Elements contributing to gateway features and design may include: trees and other landscaping, feature lighting, paving and public art. [However, entrance features to new subdivisions that create an appearance of a walled community are strongly discouraged.](#)~~
- ~~9. [New controlled access or gated neighbourhoods or subdivisions shall not be permitted.](#)~~

Comment [MA32]: Delete 2nd sentence in response to concerns that this policy would impact on required noise walls. Policy provides some examples of appropriate gateway treatments.

Comment [MA33]: Delete, new policy added to 8.2 to encourage developments that are integrated and connected with surrounding neighbourhood.

8.5 Built Form: Low Rise Residential Forms

1. To create visual interest and diversity in the built environment, a wide

variety of architectural designs are encouraged. However, new buildings proposed within older, established areas of the City are encouraged to be designed to complement the visual character and architectural/building material elements found in these areas.

2. Dwellings should be sited with a consistent setback to provide human scale streets. Designs should incorporate features such as prominent entrances and front porches to encourage social interaction and allow for views along the street.
3. To ensure garages do not dominate the streetscape in new *development* and to promote “eyes on the street” the *Zoning By-law* shall limit their width such that garages do not generally exceed half the width of the house. Furthermore, the *Zoning By-law* shall limit garage door projection so that most garage doors are recessed and do not project ahead of the front wall of the house.
4. Rear lane development is generally encouraged. On narrow lots and particularly along arterials and within mixed-use areas, residential developments shall generally incorporate rear lanes to help create attractive streetscapes and minimize the impact of driveways on the pedestrian realm.
5. The retention of vegetation in front yards along residential streets is encouraged.

8.6 Built Form: All Built Forms other than Low Rise Residential Forms

1. New buildings shall address the street. Buildings shall have front façades with entrances and windows that face the street and that reflect and, where appropriate, enhance the rhythm and frequency of the immediate vicinity.
2. The principal entrances of commercial and mixed-use buildings shall be oriented toward the street and provide direct user entrances from adjacent streets and walkways. Blank facades facing a street, open space or park shall not be permitted.
3. Commercial, employment and mixed-use buildings should be consistently located close to the street edge and sidewalk.
4. Corner buildings shall address both streets by providing two articulated façades facing the street.
5. Buildings adjacent to the street edge and at sites with high public visibility shall be designed to take into account their high public visibility by incorporating elements such as increased height, roof features, building articulation and high quality finishes and windows.
6. Intersections of major streets shall be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.

7. Buildings will be designed to completely screen roof-top mechanical equipment from public view.
8. Long building facades that are visible along a public street will incorporate recesses, projections, windows or awnings, colonnades and/or landscaping along the length of the facade to reduce the mass of such facades.
9. The design of all commercial buildings and storefronts shall be in keeping with the character and identity of the community and its immediate context. This may require alternative or enhanced standard of corporate or franchise design. Buildings shall reflect the community and immediate context through features such as facade articulation, massing, architectural style, vertical windows, appropriate signage, building materials and exterior finishes.
10. Where appropriate, a building's first storey shall generally be taller in height to accommodate a range of non-residential uses.
11. Large buildings will incorporate architectural elements which will reduce the visual effects of flat roof lines.

12. Industrial buildings which incorporate an office component should be designed to locate the office at the street front of the building and are encouraged to have a minimum height of 2 storeys.

Comment [MA34]: New policy to specify locational and height preference for office areas of industrial buildings. Replaces, in part, the minimum height requirements for Industrial and Corporate Business Park designations.

13. Generally, a minimum building height of 2 storeys will be encouraged to provide definition to streets and open spaces. Regulations for minimum building heights may be incorporated into the Zoning By-law for non-residential uses at key locations such as sites fronting onto arterial or collector roads, identified Main Streets and at intersections.

Comment [MA35]: New, this policy is added to replace minimum height requirements for non-residential land use designations. Intent is to encourage 2 storey height through the Official Plan.

14. Site and building design should support and facilitate future intensification and redevelopment including strategies for building expansions such as ensuring that upper storey volumes can be infilled to create additional floor area.

Comment [MA36]: New policy added to address comments that upper floors and mix of uses are more appropriate to consider in the longer term rather than require now.

8.7 Built Form: Buildings in Proximity to Residential and Institutional Uses

1. Where commercial, employment or mixed-use development is located in proximity to residential and institutional uses the following urban design strategies will be employed to ensure *compatibility*:
 - i) using building massing and placement to reduce the visual effects of flat roof lines, blank facades or building height by means such as appropriately stepping back, terracing or setting back buildings;
 - ii) appropriately locating noise-generating activities within a building or structure and away from sensitive receptors;
 - iii) incorporating screening and noise attenuation for roof-top mechanical equipment and other noise generating activities

maintaining appropriate setbacks, landscaping and allowing for adequate automobile queuing.

8.11 Transition of Land Use

1. To achieve *compatibility* between different land uses, *development* will be designed to create an appropriate transition through the provisions of roads, landscaping, spatial separation of land uses and *compatible* built form.
2. Where proposed buildings exceed the built height of adjacent buildings, the City may require the new buildings to be stepped back, terraced or set back to reduce adverse impacts on adjacent properties and/or the streetscape.

8.12 Parking

1. Building placement in combination with landscaping should be used to screen surface parking areas. Surface parking areas should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the *public realm*, surface parking areas should be designed in a manner that contributes to an attractive *public realm* by providing screening and landscaping. Generously sized landscape strips incorporating combinations of landscaping and decorative fencing or walls shall be provided adjacent to the street edge to provide aesthetically pleasing views into the site while screening surface parking areas.

2. Underground or structured parking is encouraged to reduce or eliminate the need for surface parking.

Comment [MA38]: Moved from Chapter 9: Land Use policies for parking.

32. Surface parking areas shall not be permitted immediately adjacent to the corners of an intersection.

43. Walkways should be provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s). These walkways should be well articulated, safe, accessible and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.

54. Large surface parking areas should be divided into smaller and defined sections through the use of appropriately-sized landscaped strips, islands and/or pedestrian walkways.

65. Parking adjacent to identified *natural heritage features* and associated *buffers* should be avoided.

76. Bicycle parking shall be provided and conveniently located in close proximity to building entrances. Sheltered bicycle parking should be integrated into the built form.

87. Above-grade parking structures shall be designed to provide well-articulated facades facing streets. Street-related uses on the ground level

of the parking structure should be provided where appropriate and feasible to contribute to an active pedestrian realm and screen the parking structure.

98. Surface parking areas adjacent to ground-related residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.

10. The Zoning By-law may establish the maximum length of frontage along arterial roads that may be used for surface parking. This provision may provide different standards for various land uses.

Comment [MA39]: Moved from 9.4.2.9

119. For underground and above-grade parking structures, driveway access and ramp locations shall be located to reduce conflicts with pedestrians and minimize negative impacts on the streetscape.

12. In the Industrial, Corporate Business Park and Institutional/Research Park designations, surface parking for employees should be located in the rear or side yard. Only very limited parking, such as visitor parking may be permitted in the front yard.

Comment [MA40]: Moved from Chapter 9 Land Use parking policies for the Industrial, Corporate Business Park and Institutional/Research Park designation.

13. Surface parking areas are encouraged to be designed to support redevelopment and retrofitting and to enable the transition to structured or underground parking as site development evolves.

Comment [MA41]: New as per comments from Ministry of Infrastructure (MOI).

8.13 Access, Circulation, Loading and Storage Areas

1. Shared driveways are encouraged for employment, commercial and mixed-use sites to reduce access points and reduce conflicts with pedestrians.
2. Major driveway entrances to large employment, commercial and mixed-use sites should be defined by landscaping on either side of the driveway and/or by landscaped medians.
3. Private roads and internal driveways required for site circulation shall be designed like streets that are comfortable for pedestrians, cyclists and vehicles. They should be physically defined by raised curbs and, where appropriate, landscaped where they intersect with a parking area or driveway. Internal driveways or roads will be used to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement. Internal driveways will be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network.
4. Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems.
5. Pedestrian systems shall incorporate landscaping, pedestrian scale lighting and be defined by distinct materials and/or raised walkways.

8. *Development* shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.
9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.
10. The *development* addresses public safety, identified *public views* and accessibility to open space, parks, trails and the *Natural Heritage System*, where applicable.
11. The conservation and integration of *cultural heritage resources*, including identified key *public views* can be achieved subject to the provisions of the *Cultural Heritage Resources* Section of this Plan.

9.3.1.2 Non-Residential Uses in Residential Designations

1. Within the residential designations of this Plan, a variety of small-scale *institutional non-residential* uses may be permitted that are complementary to and serve the needs of residential neighbourhoods. Such non-residential uses include:
 - i) schools;
 - ii) places of worship;
 - iii) *child care centres*;
 - iv) municipal open space, parks, trails and recreation facilities; and
 - v) *convenience commercial* uses limited to a maximum *gross floor area* of 400 square metres on a property.
2. Non-residential uses shall be developed in a manner that is *compatible* with adjoining residential properties and which preserves the amenities of the residential neighbourhood.
3. In addition to the Urban Design policies of this Plan, non-residential uses shall:
 - i) be located on an arterial or collector road;
 - ii) be located on the property in a manner which minimizes the impact of traffic, noise, signs and lighting on adjoining residential properties;
 - iii) have adequate landscaping and screening to promote *compatibility* with adjacent activities;
 - iv) have sufficient off-street parking, circulation and access points; and
 - v) have adequate municipal services.

9.3.1.3 Schools

1. Potential school sites are identified by the local school boards and are shown by symbol on Schedule 2 where applicable. The location of proposed schools will be subject to the following provisions:
 - i) the symbols used to identify potential school sites do not represent a specific land use designation or location;
 - ii) minor shifts in location may occur without amendment to this Plan;
 - iii) ~~the symbol does not represent a commitment by a local school board to construct a school facility. The actual construction of a school is subject to capital funding approvals by the School Boards;~~
 - iv) the determination of whether a school site is required, its exact location and land area shall generally be determined as part of the City's draft plan of subdivision approval process; and
 - v) where it is determined that a school is not required, the underlying land use designation will apply, without amendment to this Plan.

Comment [MA43]: Delete as per verbal comment from UGDSB; Second sentence is operational in nature and does not reflect how decisions about school construction are made.

Comment [MA44]: Add "generally" because school sites may be identified through other processes or simply through site acquisition.

9.3.2 Low Density Residential

This designation applies to residential areas within the *built-up area* of the City which are currently predominantly low-density in character. The predominant land use in this designation shall be residential.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) detached, semi-detached and duplex dwellings; and
 - ii) multiple unit residential buildings, such as townhouses and apartments.

Height and Density

The *built-up area* is intended to provide for *development* that is *compatible* with existing neighbourhoods while also accommodating appropriate *intensification* to meet the overall *intensification target* for the *built-up area* as set out in Chapter 3. The following height and density policies apply within this designation:

2. The maximum height shall be three (3) storeys.
3. The maximum *net density* is 35 units per hectare and not less than a minimum *net density* of 15 units per hectare.

4. Notwithstanding policies 9.3.2.2 and 9.3.2.3, increased height and density may be permitted for *development* proposals on arterial and collector roads without an amendment to this Plan up to a maximum height of six (6) storeys and a maximum *net density* of 100 units per hectare in accordance with the Height and Density Bonus policies of this Plan.

9.3.3 Low Density Greenfield Residential

This designation applies to residential areas within the *greenfield area* of the City. The *greenfield area* is planned to achieve an overall minimum *density target* of 50 persons and jobs per hectare.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) detached, semi-detached and duplex dwellings; and
 - ii) multiple unit residential buildings, such as townhouses and apartments.

Height and Density

To allow for flexibility and to contribute toward the achievement of the overall minimum *density target* of 50 persons and jobs per hectare for the *greenfield area*, the following height and density policies apply.

2. The maximum height shall be six (6) storeys.
3. The maximum *net density* is 60 units per hectare and not less than a minimum *net density* of 20 units per hectare.

4. Notwithstanding policy 9.3.3.3, increased density may be permitted for *development* proposals on arterial and collector roads without an amendment to this Plan up to a maximum *net density* of 100 units per hectare in accordance with the Height and Density Bonus policies of this Plan.

Comment [MA45]: Revision to include bonusing policy in the Low Density Greenfield designation. Policy was unintentionally not included in the January 30, 2012 draft.

9.3.4 Medium Density Residential

The use of land within the Medium Density Residential Designation will be medium density housing forms.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) multiple unit residential buildings, such as townhouses and

apartments.

Height and Density

2. The minimum height is two (2) storeys and the maximum height is six (6) storeys.
3. The maximum *net density* is 100 units per hectare and not less than a minimum *net density* of 35 units per hectare.
4. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

Parking

5. ~~Structured and/or underground parking is encouraged.~~

Comment [MA46]: Delete. Parking policies are included in Chapter 8: Urban Design, this policy is repetitive.

9.3.5 High Density Residential

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

Permitted Uses

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

Height and Density

2. The minimum height is three (3) storeys and the maximum height is ten (10) storeys
3. The maximum *net density* is 150 units per hectare and not less than a minimum *net density* of 100 units per hectare.
4. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

Parking

5. ~~Structured and/or underground parking is strongly encouraged.~~

Comment [MA47]: Delete. Parking policies are included in Chapter 8: Urban Design, this policy is repetitive.

9.4 Commercial and Mixed-use Designations

The Commercial and Mixed-use designations are intended to provide a range of uses to meet the needs of daily living. The commercial policies of this Plan are supportive of the dispersal of commercial uses throughout the City while discouraging the creation of strip development. Commercial centres are intended to be *transit-supportive* developments linked to surrounding neighbourhoods by

compromised.

4. A Market Impact Study shall include:
 - i) an assessment of the current market situation and the future potential for the expansion of retail facilities in light of projected population and employment growth;
 - ii) an evaluation of the economic feasibility of the proposal on the basis of current market demand or retail market opportunity;
 - iii) an indication of the scale of any adverse affects on the economic viability of Downtown, the key functions that contribute to Downtown's overall vitality and on any existing or planned designated commercial or mixed-use lands provided for in this Plan; and
 - iv) an assessment of the implications of the proposal relative to the City's approved Commercial Policy Review Study and the objectives and implementing policies of this Plan.
5. The City may retain, at the applicant's expense, a qualified consultant to provide professional assistance to the City in determining the terms of reference for a Market Impact Study and/or to provide a peer review of the applicant's submission.

9.4.2 Community Mixed-use Centre

The following Community Mixed-use Centres are designated on Schedule 2:

- Woodlawn/Woolwich
- Paisley/Imperial
- Watson/Starwood
- Gordon/Clair
- Silvercreek Junction

Objectives

- a) To promote Community Mixed-use Centres as areas that support a mix of uses including concentrations of commercial, residential and complementary uses serving the immediate neighbourhood and the wider community.

~~b) To realize in the long term an urban village concept through a mix of uses, in a compact urban form with a main street experience and attractive private and public open spaces, such as urban squares.~~

Comment [MA48]: Move to Section 3.11, in response to comments, the long term evolution is for the overall "Node" including its various land use designations and not specific to the "Community Mixed-use Centre".

Policies

1. The Community Mixed-use Centres identified on Schedule 2 of this Plan are comprised of one or several individual developments on one or more properties on both sides of an intersection of

Comment [MA49]: Revision to correct terminology.

major roads with ~~in the designation a node~~. These areas are intended to serve both the needs of residents living and working in nearby neighbourhoods and employment districts and the wider City as a whole.

2. The intent of the Community Mixed-use Centre designation is to create a well defined focal point and to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs at one location. Implementing *Zoning By-laws* may include mechanisms, such as minimum height and density requirements and maximum parking standards, to promote the efficient use of the land base.
3. *Development* will be comprehensively planned and integrated with the overall Community Mixed-use Node and in accordance with any applicable concept plans or urban design studies as per the policies of Section 3.11.

4. ~~Where Residential uses are intended to be incorporated into Community Mixed-use Centres, they are intended to be developed as through the development of mixed-use buildings or medium or high density housing multiple-unit residential buildings.~~

Comment [MA50]: Revisions to respond to comments. Concern that wording implied that residential was required in the designation. Intent is that they are a permitted use and these are the forms in which residential would be permitted.

5. Properties within the Community Mixed-use Centre will be integrated through internal access roads, entrances from public streets, access to common parking areas, open space, grading and stormwater management systems. Furthermore, it is intended that individual developments within the Community Mixed-use Centre will be designed to be integrated into the wider community by footpaths, sidewalks and bicycle systems and by the placement of smaller buildings amenable to the provision of local goods and services in close proximity to the street line near transit facilities.

6. Community Mixed-use Centres are strongly encouraged to incorporate Main Street type development in strategic locations. ~~Main Street areas, as identified through concept plans as per Section 3.11, and~~ will be planned and designed to reflect the following:

Comment [MA51]: Modification to wording to provide clarity that this policy is specific to identified Main Street areas.

- i) multi-storey buildings fronting onto the main street;
- ii) ground floor retail and service uses are strongly encouraged;
- iii) office uses at ground floor should be limited;
- iv) residential uses should be provided primarily above commercial uses in addition to some free-standing residential buildings;
- v) ~~rhythm and spacing of building entrances and appropriately sized the width of storefronts should be limited~~ to encourage pedestrian activity ~~along the street~~;

Comment [MA52]: Revision to provide clarity intent and provide consistency between this policy and related policy for Mixed-use Corridors.

- vi) urban squares, where appropriate; and
- vii) on-street parking.

~~7.~~ Large free-standing buildings should be integrated with smaller-scale stores to create a Main Street-type environment or located on peripheral sites within the designation, which are directly linked to the Main Street.

Comment [MA53]: Moved up from 9.4.2.16

~~8.7.~~ The City will require the aesthetic character of site and building design to be consistent with the Urban Design policies of this Plan and any applicable urban design guidelines while recognizing the unique context of individual Community Mixed-use centres. ~~and shall incorporate~~ Measures may be incorporated into development approvals to ensure consistency.

Comment [MA54]: Revision based on comments related to recognizing the unique circumstances of each CMUC.

~~9.~~ New streets parallel and adjacent to arterial or collector roads are prohibited.

Comment [MA55]: Delete, intent covered by policies in 8.12 and 8.13.

~~9.~~ The Zoning By-law may establish the maximum length of frontage along arterial roads that may be used for surface parking. This provision may provide different standards for various land uses with the most restrictive standard applying to Main Street type development.

Comment [MA56]: Move to Chapter 8: Urban Design, Section 8.12 Parking

~~9.10.~~ The boundaries of the Community Mixed-use Centre designation are intended to clearly distinguish the ~~node~~ Community Mixed-use Centre as a distinct entity from adjacent land use designations. Proposals to expand a Community Mixed-use Centre beyond these boundaries or to establish a new Community Mixed-use Centre ~~node~~ shall require an Official Plan Amendment supported by a Market Impact Study in accordance with the policies of this Plan.

Comment [MA57]: Revision to correct terminology. The term "node" was in reference to the former name of this land use designation.

~~10.11.~~ *Development* within the Community Mixed-use Centre designation is subject to the policies of Section 3.11 of this Plan.

Permitted Uses

~~11.2.~~ The following uses may be permitted in Community Mixed-use Centres, subject to the applicable provisions of this Plan:

- i) commercial, retail and service uses;
- ii) *live/work* uses;
- iii) small-scale professional and medically related offices;
- iv) entertainment and recreational commercial uses;
- v) community services and facilities;
- vi) cultural, educational and institutional uses;
- vii) hotels;
- viii) medium and high density multiple unit residential ~~buildings;~~ and
- ix) urban squares and open space.

Comment [MA58]: Revision to correct residential permissions. Density is covered under a separate policy in this section.

123. Vehicle repair and vehicle service stations shall only be permitted as accessory uses.

134. The permitted uses can be mixed vertically within a building or horizontally within multiple-unit buildings or may be provided in free-standing individual buildings. Where an individual development incorporates a single use building in excess of 5,575 square metres (60,000 sq. ft) of *gross floor area*, the site shall also be designed to provide the opportunity for smaller buildings amenable to the provision of local goods and services to be located near intersections and immediately adjacent to the street line near transit facilities. These smaller buildings shall comprise a minimum of 10% of the total *gross floor area* within the overall development.

145. No individual Community Mixed-use Centre shall have more than four (4) freestanding individual retail uses exceeding 5,575 square metres (60,000 sq. ft) of *gross floor area*.

165. Large free-standing buildings should be integrated with smaller-scale stores to create a Main Street-type environment or located on peripheral sites within the designation, which are directly linked to the Main Street.

Height and Density

167. The Community Mixed-use Centres incorporate land containing existing uses as well as vacant land required to meet the identified needs of the City. To promote a mixture of land uses within each Community Mixed-use Centre, retail development will be limited to the following total *gross floor area* cumulatively of all buildings within the designation:

Mixed-use Centre	Total Gross Floor Area
Gordon/Clair	48,500 sq. m
Woodlawn/Woolwich	56,000 sq. m
Paisley/Imperial	52,000 sq. m
Watson Parkway/Starwood	28,000 sq. m
Silvercreek Junction	22,760 sq. m

178. ~~The minimum height is two (2) storeys for buildings fronting onto arterial and collector roads and identified main streets and the maximum height is ten (10) storeys.~~

Comment [MA59]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

189. For freestanding residential *development*, the maximum *net density* is 150 units per hectare and the minimum *net density* is 100 units per hectare.

1920. Additional building height and density may be considered subject to the Height and Density Bonus provisions of this Plan.

Parking

- ~~21. Underground or structured parking is encouraged.~~
- ~~22. Surface parking should generally be minimized, well landscaped and is subject to the Urban Design policies of this Plan.~~

Comment [MA60]: Delete, Covered by Chapter 8: Urban Design, 8.12 Parking policies

9.4.3 Mixed-use Corridor

The Mixed-use Corridor designation is intended to serve both the needs of residents living and working on-site, in nearby neighbourhoods and employment districts and the wider City as a whole.

The following Mixed-use Corridors are designated on Schedule 2:

- Silvercreek Parkway Mixed-use Corridor
- Eramosa Mixed-use Corridor
- Stone Road Mixed-use Corridor.

Objectives

- a) To promote the continued economic viability, intensification, diversity of uses and revitalization of the Mixed-use Corridor.
- b) To promote a distinctive and high standard of buildings and landscape design for Mixed-use Corridors.
- c) To ensure that the development of Mixed-use Corridors occurs in a cohesive, complementary and coordinated manner.

Policies

1. The Mixed-use Corridor designation promotes the *intensification* and revitalization of existing well-defined commercial corridors to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs and residential use at one location. Implementing *Zoning By-laws* may include mechanisms such as minimum density requirements, heights and maximum parking standards to promote the efficient use of the land base.
2. Where new *development* occurs within the corridor, adjacent lands will be integrated with one another in terms of internal access roads, entrances from public streets, access to common parking areas, grading, open space and urban squares and stormwater management systems.
3. Furthermore, individual *developments* within the Mixed-use Corridor will be designed to be integrated into the wider community by footpaths, sidewalks and the Bicycle Network and by the placement of multi-storey buildings amenable to the

provision of local goods and services in close proximity to the street line near transit facilities.

4. *Development* within the Mixed-use Corridor will address the adjacent arterial or collector road and will be planned and designed to:
 - i) front multi-storey buildings onto arterial or collector roads;
 - ii) provide for ground floor retail and service uses; and
 - iii) provide for a rhythm and spacing of building entrances and appropriately sized store fronts to encourage pedestrian activity.
5. The City will require the aesthetic character of site and building design to be consistent with the Urban Design policies of this Plan and shall incorporate measures into the approval of *Zoning by-laws* and Site Plans used to regulate development within the Mixed-use Corridor designation to ensure such consistency.
6. The boundaries of the Mixed-use Corridor designation are intended to clearly distinguish the area as a distinct entity from adjacent land use designations. Proposals to expand a Mixed-use Corridor beyond these boundaries shall require an Official Plan Amendment supported by [a Market Impact Study](#).

Permitted Uses

7. The following uses may be permitted in the Mixed-use Corridor designation, subject to the applicable provisions of this Plan:
 - i) commercial, retail and service uses;
 - ii) office;
 - iii) entertainment and recreational commercial uses;
 - iv) cultural and educational uses;
 - v) institutional uses;
 - vi) hotels;
 - vii) *live/work*;
 - viii) medium and high density multiple unit residential buildings and apartments; and
 - ix) urban squares and open space.
8. The permitted uses can be mixed vertically within a building or horizontally within multiple-unit mall buildings or may be provided in free-standing individual buildings. Where an individual development incorporates a single use building in excess of 5,575 square metres (60,000 sq. ft.) of *gross floor area*, the site shall also be designed to provide the opportunity for smaller buildings amenable to the provision of local goods and services to be located near intersections and immediately adjacent to the street line near transit facilities. These smaller buildings shall comprise a minimum of 10% of the total *gross floor area* within the overall development.

Height and Density

- ~~9. The minimum height is two (2) storeys for buildings fronting onto arterial and collector roads and t~~
The maximum height is six (6) storeys.
10. For freestanding residential *development*, the maximum *net density* is 150 units per hectare and the minimum *net density* is 100 units per hectare.
11. Additional height and density may be permitted subject to the Height and Density Bonus provisions of this Plan.

Comment [MA61]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

Parking

- ~~12. Underground or structured parking is encouraged.~~
- ~~13. Surface parking should generally be minimized, well landscaped and is subject to the Urban Design policies of this Plan.~~

Comment [MA62]: Delete, Covered by Chapter 8: Urban Design, 8.12 Parking policies

9.4.4 Neighbourhood Commercial Centre

Neighbourhood Commercial Centres are identified on Schedule 2 of this Plan.

Objectives

- a) To establish local convenience and neighbourhood commercial uses within a convenient walking distance of residential areas.
- b) To ensure Neighbourhood Commercial Centres are developed in a cohesive and coordinated manner that is *compatible* with the surrounding residential neighbourhood.
- c) To primarily serve the shopping needs of residents living and working in nearby neighbourhoods and employment districts.
- d) To be connected to surrounding neighbourhoods through the City's pedestrian trails, walkways and by transit.

Policies

1. The Neighbourhood Commercial Centre designations on Schedule 2 recognize the existing centres within the City and identify the general location of new Neighbourhood Commercial Centres.
2. To prevent the creation of strip commercial development comprising a series of Neighbourhood Commercial Centres located adjacent to one another along a major street, it is the general requirement of this Plan that designated Neighbourhood Commercial Centres have a minimum distance separation from

one another of 500 metres.

3. This Plan intends that a Neighbourhood Commercial Centre shall not be extended or enlarged to provide more than 4,650 square metres (50,000 square feet) of *gross floor area*.
4. Notwithstanding policy 9.4.4.3, the existing Neighbourhood Commercial Centres listed below will be permitted to provide a maximum of 10,000 square metres (108,000 square feet) of *gross floor area*:
 - Speedvale Avenue at Stevenson Street
 - Victoria Road at Grange Street
 - Victoria Road at York Road
 - Kortright Road at Edinburgh Road
 - Harvard Road at Gordon Street
 - Kortright Road at Gordon Street
 - Wellington Road at Imperial Road.
5. A Neighbourhood Commercial Centre as listed in policy 9.4.4.4 shall only be extended or enlarged to provide more than 10,000 square metres (108,000 square feet) of *gross floor area* by amendment to this Plan and shall require a Market Impact Study.
6. The maximum *gross floor area* of an individual retail use within a Neighbourhood Commercial Centre shall be 3,250 square metres (35,000 square feet).
7. The City will require the aesthetic character of site and building design to conform to the Urban Design policies of this Plan and applicable guidelines, and will incorporate measures into the approval of *Zoning By-laws* and *Site Plans* to ensure conformity.
8. Where new *development* occurs within a Neighbourhood Commercial Centre, adjacent lands will be integrated in terms of internal access roads, entrances from public streets, access to common parking areas, open space, urban squares, grading and stormwater management systems.
9. *Development* within the Neighbourhood Commercial Centre designation will be designed to be connected to the wider community by footpaths, sidewalks and bicycle systems and by the placement of buildings in close proximity to the street line near transit facilities.

~~10. The *Zoning By-law* may establish the maximum amount of frontage along arterial roads that may be used for surface parking.~~

Comment [MA63]: Delete, policy incorporated into Chapter 8: Urban Design, 8.12 Parking policies.

- 10+. Applications for the purpose of establishing or expanding a Neighbourhood Commercial Centre designation will be required to satisfy the following criteria:

- i) located with direct access to an arterial or collector road, preferably at an arterial or collector road intersection;
- ii) the location will contribute to the creation of a compact, well-defined node oriented to a major intersection and does not promote the creation of 'strip commercial' development along a major street;
- iii) designed in a manner that is *compatible* with the building design and use of surrounding properties;
- iv) the location shall minimize the impact of traffic, noise, signs and lighting on adjacent residential areas;
- v) adequate site area will be provided for parking, loading and all other required facilities; and
- vi) adequate landscaping, screening and buffering will be provided to preserve the amenities and appearance of surrounding properties.

Permitted Uses

112. The following uses may be permitted in Neighbourhood Commercial Centres, subject to the applicable provisions of this Plan:

- i) commercial, retail and service uses;
- ii) small-scale offices;
- iii) community services and facilities;
- iv) *live/work*;
- v) ~~medium density~~ multiple unit residential within mixed-use buildings; and
- vi) urban squares.

Comment [MA64]: Revision, intent is that residential would only be permitted in mixed-use buildings, not as freestanding residential.

132. Vehicle sales and vehicle repair uses shall not be permitted.

143. *Development* will be planned and designed to maintain the principle commercial function through the following:

- i) commercial, retail and office uses situated on the ground floor; and
- ii) residential uses only provided on upper floors.

Height and Density

14. ~~The minimum height is two (2) storeys for buildings fronting onto arterial and collector roads and t~~he maximum height is six (6) storeys.

Comment [MA65]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

Formatted: Indent: Left: 3 cm, Hanging: 1.5 cm, Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 14 + Alignment: Left + Aligned at: 0.63 cm + Indent at: 1.27 cm

15. Additional building height and density may be considered subject to the Height and Density Bonus provisions of this Plan.

Comment [MA66]: Delete, Covered by Chapter 8: Urban Design, 8.12 Parking policies

Parking

~~16. Underground or structured parking is encouraged.~~

Formatted: Indent: Left: 3 cm, Hanging: 1.5 cm, Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 14 + Alignment: Left + Aligned at: 0.63 cm + Indent at: 1.27 cm

~~18. Surface parking should generally be minimized, well landscaped and is subject to the Urban Design policies of this Plan.~~

9.4.5 Service Commercial

Objectives

- a) To ensure an adequate supply of *service commercial* uses throughout the City at appropriate locations.
- b) To concentrate highway-oriented and *service commercial* uses within well-defined designated areas, generally along arterial roads.
- c) To discourage the creation of new strip *service commercial development*.
- d) To promote a high standard of building and landscape design for *service commercial* uses and to ensure that pedestrian and vehicular circulation do not conflict.

Policies

1. The Service Commercial designation on Schedule 2 of this Plan is intended to provide a location for highway-oriented and *service commercial* uses that do not normally locate within Downtown because of site area or highway exposure needs and which may include commercial uses of an intensive nature that can conflict with residential land uses.
2. To promote continued commercial viability of Downtown and planned Mixed-use and Commercial areas, the City will limit the range of *retail commercial* uses that may locate within the Service Commercial designation.
3. *Development* proposals within Service Commercial designations will be considered only in instances, where adequate vehicular access, off-street parking and all municipal services can be provided.
4. In some circumstances *development* may not necessarily be provided with direct access to arterial roads. The City shall encourage integration between adjacent *service commercial* uses in terms of entrances to public streets, internal access roads, common parking areas, grading, open space, stormwater management systems and municipal *infrastructure* provision where feasible.
5. The City will require the aesthetic character of site and building design to conform to the Urban Design policies of this Plan and applicable guidelines and will incorporate measures into the

approval of *Zoning By-laws* and Site Plans to ensure conformity.

6. This Plan will promote the retention of *service commercial* uses within the well-defined areas as identified on Schedule 2 by:
 - i) discouraging the further establishment of new commercial strips and the conversion of lands, located outside of those areas designated Service Commercial on Schedule 2 to commercial use; and
 - ii) promoting the retention of Service Commercial designations along only one side of arterial roads in the City.
7. Where *service commercial* uses are adjacent to designated residential areas, design mechanisms, including those outlined in the Urban Design policies of this Plan shall be applied to reduce potential incompatibilities. These design mechanisms may be specified in the implementing *Zoning By-law* and Site Plans and may include building location, buffering, screening and landscaping requirements.

Permitted Uses

8. The following uses may be permitted within the Service Commercial designation subject to the applicable provisions of this Plan:
 - i) *service commercial* uses;
 - ii) complementary uses such as small-scale offices, convenience uses, institutional and commercial recreation or entertainment uses.
9. Complementary uses may be permitted provided they do not interfere with the overall form, function and development of the specific area for *service commercial* purposes.

~~Height and Density~~

- ~~10. Development of a minimum height of two (2) storeys is strongly encouraged.~~

Comment [MA67]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

9.4.6 Mixed Office/Commercial

Objectives

- a) To allow for a variety of freestanding small-scale commercial, office, residential or mixed-use buildings.
- b) To ensure that a *compatible* transition in built-form is provided between uses in this designation and surrounding residential properties.
- c) To allow for a range of *compatible* business uses adjacent to

residential areas.

- d) To promote the continued use, revitalization and *intensification* of these areas for a mix of uses.

Policies

1. The Mixed Office/Commercial designation as identified on Schedule 2 defines areas where a variety of small-scale commercial, office and mixed-uses including residential may be permitted.
2. While a variety of commercial uses may be permitted by the Mixed Office/Commercial designation, office, *convenience commercial*, *retail commercial* and personal service uses that serve the needs of the surrounding neighbourhoods are specifically promoted.
3. Commercial buildings incorporating *residential units*, either above or behind the ground floor commercial space or freestanding residential buildings are encouraged.
4. The Mixed/Office Commercial designation located peripheral to Downtown includes a variety of small-scale commercial and office operations or mixed commercial-residential uses. This Plan promotes the continued use and revitalization of these distinctive areas.
5. New commercial, office or mixed-use *development* within the Mixed Office/Commercial designation will be subject to the following criteria:
 - i) building design should have a street orientation, promote continuity in the streetscape and adhere to the Urban Design policies of this Plan;
 - ii) building, property and ancillary structures are designed to be *compatible* with surrounding properties in terms of form, massing, appearance and orientation;
 - iii) adequate parking, loading and access are provided; and
 - iv) adequate municipal services are provided.

Permitted Uses

6. The following uses may be permitted within the Mixed Office/Commercial designation subject to the applicable provisions of this Plan:
 - i) *convenience commercial* and small-scale *retail commercial*;
 - ii) small-scale office;
 - iii) personal service; and
 - iv) detached, semi-detached, townhouses and apartments.

Height and Density

7. The maximum height is four (4) storeys.
8. Residential *development* may be permitted to a maximum *net density* of 100 units per hectare.
9. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

9.5 Employment Designations

The Employment policies apply to the following four designations on Schedule 2:

- Industrial
- Corporate Business Park
- Institutional Research Park
- Mixed Business

The employment lands on Schedule 2 provide an adequate supply and diversity of employment opportunities to the year 2031. To ensure adequate land continues to be available to meet future employment needs, *conversion* of designated employment lands to other uses may only be permitted in accordance with the policies of Section 3.14 of this Plan.

Objectives

The following objectives apply to all Employment designations.

- a) To ensure that necessary *infrastructure* is provided to meet current and future employment needs, when required.
- b) To ensure all *employment areas* are accessible and well served by transit, trails and sidewalks.
- c) To require high urban design standards in accordance with the Urban Design policies of the Plan, particularly adjacent to arterial and collector roads and provincial highways.
- d) To encourage renewable and alternative energy, *district energy* and to achieve conservation or efficiencies of energy and water within and between employment uses and, where possible, surrounding land uses.
- e) To increase the overall density of jobs and promote efficient use of land through compact built form, increased height and reduced building footprints.
- f) To support a range and mix of employment uses that will contribute to ensure higher employment densities are and achieved in the greenfield area in order to contribute to the achievement of the minimum overall *density target* of 50 persons and jobs per hectare in the greenfield area.

Comment [MA68]: Revision to provide clarity.

9.5.1 General Policies

The following general policies apply to all Employment designations.

1. Industries which require high volumes of water use should demonstrate through a Water Conservation Efficiency Study that water consumption will be reduced through on-site processing or recycling.
2. The *Zoning By-law* may restrict industries which require high volumes of water use to protect service capacity needs of planned growth.
3. The pattern and design of streets and sidewalks should facilitate accessibility, walking, cycling and transit use and should be connected within and outside the *employment areas*.
4. Where employment uses are adjacent to designated residential uses, design mechanisms, including those outlined in the Urban Design policies of this Plan shall apply to reduce potential land use incompatibilities.
5. Where residual heat, energy or water is produced in an employment process, it is encouraged to be reused on site or off site in conjunction with other land uses or through existing or planned *district energy* systems.
6. *Development* along the Hanlon Expressway ([Highway 6](#)) and at gateways to the City will be developed in accordance with the Urban Design policies of this Plan and area specific guidelines that may be prepared from time to time.

9.5.2 Industrial

Objectives

- a) To ensure sufficient serviced industrial land is available to attract a diversified range of industrial uses.
- b) To ensure the efficient use of existing industrial land and promote *redevelopment* of under-used or *brownfield sites*.
- c) To promote and provide for the needs of, and facilitate the establishment of small-scale industries, incubator-type establishments and the expansion of existing industries.
- d) To promote and implement high urban design standards and landscaping to ensure attractive industrial *developments*.
- e) To prevent the establishment of offensive trades and nuisances that will hinder the orderly development of the community and be detrimental to the environment.

Policies

1. To ensure an adequate supply and variety of serviced industrial land is available to meet the requirements of industrial development the City may:
 - i) purchase, develop, and market lands for industrial use; and
 - ii) provide for industrial designations in the various geographic locations of Guelph to minimize journey to-work trips and create a diversified economy.
2. To encourage the *development* of attractive industrial areas, and to preserve sites along arterial roads for those industries that desire or require visibility, the City will:
 - i) direct such uses as contractors' yards, repair and servicing operations, transportation terminals and utility yards to locate along local or collector roads that are not located within an *industrial park*;
 - ii) maintain higher development standards along arterial roads or within an *industrial park* for such matters as: parking, loading areas, outside storage, landscaping, buffer strips and setback requirements; and
 - iii) recognize a variety of categories of industrial zones in the *Zoning By-law*.
- ~~3.~~ ~~Warehousing and indoor bulk storage of goods will primarily be directed to locate on industrially designated lands within the built-up area where there is convenient access to the Hanlon Expressway or rail lines.~~
43. Land designated Industrial south of Clair Road West on Schedule 2 of this Plan shall generally be characterized by larger, free standing industrial buildings displaying appropriate design standards and sensitivity to natural setting and existing adjacent uses.
54. Where industrial and residential or other *sensitive land uses* are proposed in proximity to one another, the City shall use Ministry of the Environment guidelines to require appropriate planning/land use regulatory measures that will promote *compatibility* between these two land use types. Measures that can assist in creating *compatible* environmental conditions for these basic land uses may include, but not be limited to the requirement for minimum separation distances, sound proofing measures, and odour and particulate capture devices.
65. Industrial land within the Hanlon Creek Business Park (lands located to the west of the Hanlon Expressway and in proximity to Laird Road) will be subject to the following land use *compatibility* considerations. Where a *development* application is proposed

Comment [MA69]: Policy moved to Section 3.14 Employment Lands and wording modified.

which would permit industrial and residential (or other sensitive uses) to be located in proximity to one another and may have an adverse effect, the City may require that one or more of the following measures be used to promote land use *compatibility*:

- i) Ministry of the Environment Guidelines will be applied to ensure adequate separation distances;
- ii) a Noise Impact Study may be required, in compliance with the Ministry of the Environment Guidelines and prepared by a recognized acoustical consultant. This study will be prepared to the satisfaction of the City. Where appropriate, noise mitigation measures and warning clauses will be included in the recommendations;
- iii) appropriate conditions of *development* approval be imposed to mitigate identified *compatibility* issues;
- iv) appropriate regulations be included in the implementing *Zoning By-law*. These regulations may include but are not limited to, minimum building setbacks, maximum building heights, loading space locations, waste, refuse and composting facility locations, outdoor storage locations, requirements for buffer strips, fencing and berms; and
- v) impose a Holding Zone to ensure that conditions encouraging land use *compatibility* are implemented.

76. Attractiveness and consistency of image are of prime importance for the built form in gateway locations which are highly visible and adjacent to the Hanlon Expressway. In this regard the City may prepare specific urban design guidelines to provide direction with respect to design principles for *development* in this area.

87. Generally, the following *development* criteria are applicable to lands designated industrial adjacent to the Hanlon Expressway:

- i) building elements and/or landscaping should be used to screen views to parking and loading areas; and
- ii) outdoor storage shall not be visible from the Hanlon Expressway.

98. Vertical warehousing, second floor offices and other related uses above the first storey are encouraged to reduce land consumption and increase the number of jobs per hectare, particularly in the *greenfield area*.

109. Within areas designated Industrial on Schedule 2 of this Plan, there are a number of properties that have existing zoning, which permits a variety of commercially oriented uses. Although the presence of these commercial uses is not in keeping with the policies of this Plan, the City will recognize these existing uses in the *Zoning By-law*.

110. Legally existing industrial establishments not located within areas designated Industrial on Schedule 2 of this Plan shall be

recognized as legal conforming uses, subject to the zoning provisions in effect at the time of passing of this Plan. When these industries require expansion or the site is to be redeveloped for another land use activity, these industrial establishments will be encouraged to relocate into one of the designated industrial areas of the City.

Permitted Uses

- ~~4211.~~ The following uses may be permitted within the Industrial designation subject to the applicable provisions of this Plan:
- i) industrial uses, including the manufacturing, fabricating, processing, assembly and packaging of goods, foods and raw materials;
 - ii) warehousing and bulk storage of goods;
 - iii) laboratories;
 - iv) computer and data processing;
 - v) research and development facilities;
 - vi) printing, publishing and broadcasting facilities;
 - vii) repair and servicing operations;
 - viii) transportation terminals;
 - ix) contractors' yards; and
 - x) complementary uses (such as corporate offices, open space and recreation facilities, restaurants, financial institutions, *child care centres*, public and institutional uses and utilities) which do not detract from, and are *compatible* with, the development and operation of industrial uses.
- ~~4312.~~ Complementary uses may be permitted within the Industrial designation by a *Zoning By-law* amendment.
- ~~4413.~~ Commercial uses will not be permitted within the Industrial designation.
- ~~4514.~~ Factory sales outlets may be permitted as an accessory use provided only those items that are substantially manufactured or assembled on site are sold. The sales outlet must be entirely located on the site on which the items for sale are manufactured or assembled.

Height and Density

- ~~16.~~ A minimum height of 2 storeys is encouraged.
- ~~17.~~ The City shall plan to achieve an average density of 36 jobs per hectare on lands designated Industrial in the *greenfield area*.
- ~~18.~~ Development with densities of 36 jobs per hectare or more are highly encouraged to locate within the *greenfield area*.

Comment [MA70]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

Comment [MA71]: Move, these policies have been modified and are now included in Section 3.14 Employment Lands

Parking

~~19. Surface parking should generally be minimized, and is subject to the Urban Design policies of this Plan.~~

Comment [MA72]: Delete, Covered by Chapter 8: Urban Design, 8.12 Parking policies

9.5.3 Corporate Business Park

Objectives

- a) To provide lands which can be used for office, administrative and/or research and development facilities.
- b) To permit a limited range of commercial uses that serve employment uses.
- c) To outline *development* criteria that will promote the sensitive integration of corporate business uses at the gateways to Guelph.
- d) To ensure that *development* is sensitive to adjacent *Natural Heritage System* and designated residential areas.
- e) To require high urban design standards to ensure attractive and consistent built form.
- f) To encourage the use of renewable and alternative energy within Corporate Business Parks.

Policies

1. The Corporate Business Park designation on Schedule 2 of this Plan is intended to provide areas where employment opportunities can be provided in the “knowledge-based” technology field.
2. High standards of urban design and built form will be required for *development* proposals within the Corporate Business Park designation, which shall recognize and address:
 - i) the prominence of the Corporate Business Park in association with the southern gateway locations to Guelph;
 - ii) the environmental sensitivity of *natural heritage features* that are found in proximity to the Corporate Business Park lands; and
 - iii) the need to promote *compatibility* in land use and design between the Corporate Business Park lands and residential uses in the south end of Guelph.
3. *Development* proposals within the Corporate Business Park designation will be subject to the Urban Design policies of this Plan including gateway policies.
4. Buildings should have a consistent setback from the public right-

of-way to create an attractive and consistent streetscape. The implementation of this provision is particularly applicable along arterial and collector roads.

5. Building elements and/or landscaping should be used to screen views to parking and loading areas facing a public street.
6. Where Corporate Business Park and residential uses are in proximity to one another, the City shall require appropriate planning/land use controls to enhance *compatibility* between these land use types in accordance with the Ministry of the Environment guidelines. Measures that can assist in enhancing *compatibility* include but are not limited to minimum separation distances, sound proofing, odour and particulate control, landscaping and berming. Such measures will be implemented through means of the *Zoning By-law*, *Site Plan Control*, and/or the use of urban design guidelines.
7. Corporate Business Park designated land west of the Hanlon Expressway has a high level of visibility from the Hanlon Expressway. By virtue of its visual prominence, excellent access, proximity to Highway 401, and distinctive natural setting, *development* of this area should occur in a manner which establishes a park or campus like setting with extensive landscaping and a high standard of urban design in accordance with the following provision:
 - i) architectural detail, building massing, landscaping and site design shall collectively result in establishing an attractive entrance or gateway feature for the City in this location. Design and building control shall also be used to maintain sensitivity to nearby designated residential or natural areas. In this regard the City may prepare specific urban design guidelines to provide direction with respect to design principles.
8. Corporate Business Park designated land east of the Hanlon Expressway has a high level of visibility from Gordon Street. By virtue of its visual exposure and access to Gordon Street, proximity to Highway 401, and distinctive natural setting, *development* of this area should occur in a manner which establishes a park or campus like setting with extensive landscaping and a high standard of urban design in accordance with the following provision:
 - i) architectural detail, building massing, landscaping, and site design shall collectively result in establishing an attractive entrance or gateway feature for the City of Guelph in this location. Design and building control shall also be used to maintain sensitivity to nearby designated residential or natural areas. In this regard the City will prepare specific urban design guidelines to provide direction with respect to

design principles.

Permitted Uses

9. The following uses may be permitted in the Corporate Business Park designation subject to the applicable provisions of this Plan:
 - i) office and administrative facilities;
 - ii) manufacturing;
 - iii) warehousing;
 - iv) hotel and convention facilities;
 - v) research and development facilities;
 - vi) associated ancillary retail uses that are an integral component of the primary uses; and
 - vii) complementary or accessory uses may be permitted. Such uses may include restaurants, financial institutions, medical services, fitness centres, open space and recreation facilities and *child care centres*.
10. Notwithstanding the uses permitted in 9.5.3.9, lands located west of the Hanlon Expressway at the main entrance to the Hanlon Creek Business Park on Laird Road may be permitted to be used for *service commercial* uses in free standing or multi-tenant buildings provided that such uses are directly related to, associated with and directly supportive of the corporate business and industrial uses in the Hanlon Creek Business Park. The *Zoning By-law* will establish the appropriate range of *service commercial* uses which may include *convenience commercial*, financial establishments, *child care centre*, personal service, restaurant, commercial school, hotel, office supply and print shop. More intensive highway *service commercial* type uses and vehicle-related uses shall not be permitted.
11. The implementing *Zoning By-law* will establish the zoning categories and appropriate regulations to permit and control uses within the Corporate Business Park designation.
12. Uses are permitted within enclosed buildings including multi-tenant buildings or malls.
13. Outdoor storage shall not be permitted.
14. The Corporate Business Park lands located west of the Hanlon Expressway shall be appropriately zoned to accommodate larger and/or more intensive users, within single purpose buildings, multi-tenant buildings or groupings of buildings in accordance with the following provision:
 - i) permitted uses may include research and development facilities, trade and convention facilities, computer, electronic and data processing enterprises, office and administrative facilities, manufacturing and warehousing

within an enclosed building, hotel and complementary *service commercial* uses such as financial institutions and restaurants which are developed as part of a larger building complex. Other complementary uses may be permitted without amendment to this Plan provided that the proposed use is consistent with the planned function of the designation. Permitted complementary uses will be controlled by means of specialized zoning categories and regulations of the implementing *Zoning By-law*.

- 15. Corporate Business Park lands located east of the Hanlon Expressway shall be appropriately zoned to accommodate smaller or less intensive users than the corporate land users found west of the Hanlon. Lot sizes will generally be 4 hectares (10 acres) or smaller for single purpose buildings, groupings of buildings, or mall type buildings in accordance with the following:
 - i) permitted uses will include research and development facilities, computer, electronic and data processing enterprises, corporate office and administrative facilities, assembly and light manufacturing of product lines requiring on-going research and development and the following *service commercial* uses: commercial school, courier service, *day care centre*, financial establishment, hotel, office, office supply, medical office, postal service, print shop, public hall, recreation centre, research establishment, restaurant, telecommunication service, veterinary service. Other complementary uses may be permitted without amendment to this Plan provided that the proposed use is consistent with the planned function of the designation.

Height and Density

- ~~16. A minimum height of two (2) storeys is strongly encouraged.~~
- ~~17. The City shall plan to achieve an average density of 70 jobs per hectare on lands designated Corporate Business Park in the greenfield area.~~

Comment [MA73]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

Comment [MA74]: Move, this policy have been modified and is now included in Section 3.14 Employment Lands

Parking

- ~~18. Surface parking should be minimized, well landscaped and subject to the Urban Design policies of this Plan. Surface parking for employees should be located in the rear or side yard. Only very limited parking, such as visitor parking, may be permitted within the front yard.~~
- ~~19. Structured or underground parking is encouraged to reduce or eliminate the need for surface parking.~~

Comment [MA75]: Delete, Policy moved to and covered by Chapter 8 Urban Design, 8.12 Parking policies.

9.5.4 Institutional/Research Park

Objective

- a) To recognize an area where land may be used for major institutional uses, research activities and a limited range of commercial activities.

Policies

1. Architectural detail, building massing, landscaping and site design shall ensure an attractive streetscape that is pedestrian oriented.
2. *Buffering* will be provided and maintained between the Institutional Research Park designation lands on the south side of Stone Road and the residential area to the south. This *buffering* may be accomplished by a combination of building set-backs, berming and landscaped screening.

Permitted Uses

3. In addition to the uses permitted by the Major Institutional designation of this Plan, the following uses may be permitted on lands designated as Institutional/Research Park, subject to the applicable provisions of this Plan:
 - i) research and development facilities;
 - ii) computer, electronic and data processing enterprises;
 - iii) offices;
 - iv) assembly and manufacturing of product lines requiring on-going research and development support; and
 - v) *service commercial uses*, such as restaurants and banks.
4. In addition to uses specified in policy 9.5.4.3, certain commercial uses may be permitted within the Institutional/Research Park designation in the vicinity of the Stone Road and Gordon Street intersection. Commercial activities shall include *service commercial* uses such as hotel, motel, convention services, recreation and cultural facilities, offices and restaurants.
5. Outdoor storage and uses of a noxious nature shall not be permitted.

~~Height and Density~~

~~6. A minimum height of two (2) storeys is encouraged.~~

~~Parking~~

~~7. Surface parking should be minimized, well landscaped and is subject to the Urban Design policies of this Plan. Parking for employees should be located in the rear and side yard. Only~~

Comment [MA76]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

Comment [MA77]: Delete, policies moved to and covered by Chapter 8: Urban Design, 8.12 Parking policies

~~limited parking such as visitor parking may be permitted within the front yard.~~

~~8. Structured and/or underground parking is encouraged to reduce or eliminate the need for surface parking.~~

9.5.5 Mixed Business

Objectives

- a) To provide a flexible land use framework permitting a mix of business land use activities.
- b) To promote reinvestment, *intensification* and the efficient use of existing business lands and buildings for business purposes.
- c) To provide opportunities for smaller-scale entrepreneurial enterprises and land use activities that support the needs of business, employees and neighbourhood residents.
- d) To discourage land uses that detract from the planned function of the Mixed Business land use designation.
- e) To restrict the range of *retail commercial* activities permitted within the Mixed Business land use designation.
- f) To promote business land uses which minimize land use compatibility impacts affecting the surrounding residential neighbourhood.
- g) To improve the image of the Mixed Business designation through the implementation of streetscape improvements and site plan approval.

Policies

- 1. A land use compatibility analysis will be required where industrial and *sensitive uses* are proposed in proximity to one another in accordance with subsection 9.5.2.54 of this Plan.
- 2. New *development* shall meet the required off-street parking, circulation and loading requirements applicable to the proposed land use.
- 3. This Plan promotes streetscape improvements and new *development* proposals are to be implemented in accordance with the Urban Design policies of this Plan.
- 4. Conditions may be imposed on site plan approvals requiring landscaped buffers, screening of outdoor storage, parking, loading and refuse areas. Increased set-backs and buffering

- a) To provide effective and efficient utility services to all areas of the City.
- b) To protect public health and safety and to minimize environmental impacts.
- c) To prevent nuisance effects from utility facilities and sites.

Policies

1. Facilities shall be operated by the City or under agreement with the City.
2. The expansion of a major utility use or establishment of a new facility beyond the boundaries of the Major Utility designations outlined on Schedule 2 shall require an amendment to this Plan in conjunction with the necessary approvals under the *Environmental Assessment Act* or other applicable legislation. The processes followed and materials developed to satisfy Provincial requirements shall be considered to satisfy the requirements of the amendment process for this Plan.
3. The City will ensure that any land use or *development* or *redevelopment* proposal in the vicinity of a Major Utility designation is *compatible* with the adjacent utility operation.
4. Appropriate separation distances between a major utility facility and adjacent land uses shall be maintained as required by policies and guidelines as approved by the Province.
5. The City may require special design considerations and development conditions for *development* proposals in the vicinity of Major Utility designations of this Plan.

Permitted Uses

6. The following uses may be permitted in the Major Utility designation, subject to the provisions of this Section and the applicable provisions of this Plan:
 - i) water and wastewater treatment facilities;
 - ii) transfer stations;
 - iii) electrical transformer stations and associated facilities;
 - iv) facilities for waste reuse, recycling, reclamation, recovery, composting or anaerobic digestion; and
 - v) municipal works yards.

9.9 Special Study Areas

The Special Study Areas designation applies to the following areas as identified on Schedule 2:

- lands within the Guelph Innovation District
- Beverley Street (former IMICO site)

Objectives

- a) To undertake appropriate studies to determine future land uses within lands designated Special Study Area.
- b) To plan for future *development* in a comprehensive, cohesive and integrated manner through the development of detailed secondary plans.
- c) To plan and implement urban village concepts in the *greenfield area* with a mix of residential, commercial, employment and community services in a *compact urban form* which include Main Street streetscapes and attractive private and public spaces.
- d) To ensure that *development* exhibits the highest standards in environmental and energy sustainability and urban design.
- e) To ensure lands within the *greenfield area* are planned to achieve a minimum *density target* of 50 persons and jobs per hectare by 2031.
- f) To ensure the areas are connected to developed areas of the City through all mobility modes including roads, transit and trails.

9.9.1 Guelph Innovation District Special Study Area

1. The Guelph Innovation District (GID) is located in eastern Guelph and is generally bounded to the north by York Road, to the east by Watson Parkway, extends south of Stone Road to the City boundary and west to ~~College Avenue~~ Victoria Road. The GID special study area designation is located within the GID Secondary Plan Study Area as identified on Schedule 2.
2. A Secondary Plan will be completed by the City to plan for future land uses, servicing, phasing of development, transportation and impact assessment on natural heritage features and cultural heritage resources. The Secondary Plan will consider renewable and alternative energy, including the feasibility for *district energy* and will consider the potential use of the Guelph Junction Railway for passenger service and will be subject to the policies in Section 10.2 and all other relevant policies and provisions of this Plan.
3. Changes in land use, lot additions and expansions of existing non-residential uses may be *permitted* without amendment to this Plan provided that the *development* proposal does not compromise the potential outcomes or original rationale for undertaking the intended planning study.
4. The completion of the Guelph Innovation District Secondary Plan is a priority of the City.
5. A detailed Stormwater Management and Municipal Servicing Report is required prior to *development* in the Guelph Innovation

Comment [MA78]: Modification to correct description of boundary.

District Secondary Plan area. These reports will be prepared on the following basis:

- i) they will be subject to approval by the City and the Grand River Conservation Authority; and
- ii) the reports will be consistent with and implement the recommendations of the updated-appropriate subwatershed studies as approved by relevant agencies and adopted by Council, ~~and the Secondary Plan, once approved.~~

Comment [MA79]: Modified to clarify City requirements.

6. An EIS and EIR are required as per the policies of this Plan prior to new *development* occurring within the Guelph Innovation District Secondary Plan area.

Comment [MA80]: New, to clarify requirements for development within the GID.

Formatted: Font: Not Bold, Italic

9.9.2 Beverley Street

1. The City will prepare a planning study to consider the future land use of property located at 200 Beverley Street. The planning study will address the *brownfield* status of the property and other relevant planning and technical considerations.

9.10 Reserve Lands

The Reserve Lands designation applies to the following areas as identified on Schedule 2:

- Hanlon West
- Clair-Maltby

Objectives

- a) To outline areas of the City where there may be servicing, access or other *development* related limitations for urban growth.
- b) To outline areas that ~~may be required for future urban development beyond the year 2031, form part of the City's long-term land supply.~~
- c) To outline the City's requirements to bring reserve lands into urban use.

9.10.1 Policies

1. The Reserve Lands designation is applied to lands on Schedule 2 forming part of the long term urban land supply but which have servicing, access or other limitations to their use. As a result, it is considered premature to apply site specific land use designations to these areas.
2. Existing legal uses of land may continue in accordance with the *Zoning By-law*.
3. Servicing and minor expansions of existing uses may be considered in accordance with the provisions of this Plan.

9.10.2 Hanlon West

1. The Reserve Lands designation applies to lands west of the Hanlon Parkway and north of College Avenue West. *Development* of these lands is constrained due to the site's isolation from other developable properties within the City's *settlement area* boundary, lack of direct access to a municipal road and servicing issues. The parcel is part of a licensed *mineral aggregate operation* and *development* is neither feasible nor permitted until the *mineral aggregate operation* has ceased.

9.10.3 Clair-Maltby

1. The Reserve Lands designation is applied to lands in the south of Guelph generally located south of Clair Road and north of Maltby Road. These lands form part of the longer term urban land supply [to 2031 and beyond](#).
2. *Development* in the reserve lands designation south of Clair Road shall require the preparation of an updated subwatershed study that has been approved by relevant agencies and adopted by Council.
3. The redesignation of Reserve Lands to other land use designations will be considered through a Secondary Plan. The Secondary Plan will address the issues outlined in Section 10.2 of this Plan and will consider:
 - i) whether City population and household forecasts justify the need for incorporating such land as part of the City's unconstrained short to medium term land supply; and
 - ii) whether additional residential and non-residential lands are required and the basis for the requirement.
4. This area is not intended to be serviced in the near future and as a result *development* and changes in land use will not be permitted and will be considered premature until the Secondary Plan is approved to guide land use and phasing of *development*.
5. The Secondary Plan for this area will consider the planning of this area as a sustainable community that provides a range and mix of housing, commercial and employment opportunities within an urban village context while ensuring integration with the rest of the City.
6. Existing legal uses may continue in accordance with the provisions of the implementing *Zoning By-law*.

9.11 Natural Heritage System Designations

1. The *Natural Heritage System* is comprised of two designations as

Municipal Act) in its efforts to maintain a strong and viable downtown; and
ix) co-operating with private individuals and corporations, service clubs and other public agencies to maintain, upgrade and/or provide new facilities, services and projects, which contribute to the enhancement of the community.

6. Council shall be satisfied that its participation in community improvement activities will be within the financial capabilities of the City.

10.4 Zoning By-laws

1. *Zoning By-laws*, prepared in accordance with the provisions of the *Planning Act*, will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the objectives and policies of this Plan. The *Zoning By-law* may be more restrictive than the provisions of this Plan. It is not intended that the full range of uses or densities permitted by this Plan will be permitted by the *Zoning By-law* in all locations.

2. In accordance with the *Planning Act*, the City may impose conditions on zoning through the *Zoning By-law* and may require an agreement related to the conditions which may be registered on title. ~~*Zoning By-laws* may impose one or more conditions related to the use of land or the erection, location or use of buildings or structures. The conditions shall relate to matters set out in the *Planning Act* and conform to the policies of this Plan.~~

Comment [MA82]: Revised wording as per comments from MMAH to provide clarity that this is an enabling policy. The use of zoning with conditions is subject to the Province developing regulations in this regard.

3. Following adoption of this Plan, any amendments to the *Zoning By-law* shall be in conformity with the objectives and policies of this Plan.

4. Until such time as the comprehensive *Zoning By-law* is revised, the existing *Zoning By-law* shall remain in effect. However, any amendment to the existing *Zoning By-law* shall be required to be in conformity with this Plan.

5. Areas of the City that were annexed into Guelph in 1993 are subject to the applicable township *Zoning By-laws* that were in effect for these areas on April 1, 1993 - for the north portions of the City, the Guelph Township *Zoning By-law* and for the south areas of the City, the Puslinch Township *Zoning By-law*. These *By-laws* remain in effect until they are replaced by new *Zoning By-law* zones and regulations that are in conformity with the provisions of this Plan.

6. The *Zoning By-law* will be used, wherever possible, to protect existing or newly identified *natural heritage features* within the City.

7. The *Zoning By-law* may be used, wherever possible, for the protection of *cultural heritage resources*.

8. The *Zoning By-law* may provide for certificates of occupancy for specified uses of land. Such certificates shall be required for the establishment of

10.7 Height and Density Bonus Provisions

1. The *Planning Act* allows the City to consider increases in the height and density of *development* otherwise permitted on a specific site in exchange for community benefits as set out in the *Zoning By-law*.
2. The City will consider authorizing increases in height and density provided that the *development* proposal:
 - i) is consistent with the goals, objectives and policies of this Plan;
 - ~~ii) constitutes good planning;~~
 - ~~iii) is compatible with the surrounding area;~~
 - ~~iv) iii) provides community benefits above and beyond those that would otherwise be provided under the provisions of this Plan, the *Planning Act*, *Development Charges Act* or other statute; and~~
 - ~~v) iv) provides community benefits that bear a reasonable planning relationship to the increase in height and/or density such as having a geographic relationship to the development or addressing the planning issues associated with the development.~~
3. Subject to policy 10.7.2, the community benefits may include but are not limited to:
 - i) housing that is affordable to *low and moderate income households*, *special needs housing* or *social housing*;
 - ii) conservation of *cultural heritage resources* contained within the *Municipal Heritage Register*;
 - iii) protection, enhancement, and/or *restoration* of natural heritage resources;
 - iv) buildings that incorporate sustainable design features;
 - v) energy and/or water conservation measures;
 - vi) public art;
 - vii) non-profit arts, cultural, or community or institutional facilities;
 - viii) *child care centres*;
 - ix) public transit infrastructure, facilities, and/or services;
 - x) public parking;
 - xi) land for municipal purposes;
 - xii) community centres and/or facilities and improvements to such centres and/or facilities; and
 - xiii) parkland and improvements to parks.
4. In considering community benefits the City may give priority to identified community needs, any identified issues in the area and the objectives of this Plan.
5. Increases to height and/or density shall only be considered where the proposed *development* can be accommodated by existing or improved *infrastructure*. Planning studies may be required to address *infrastructure* capacity for the proposed *development* and any impacts on the surrounding area.
6. A by-law passed under Section 34 of the *Planning Act* is required to

Comment [MA83]: Delete, unnecessary to state this as "good planning" is inherent to City approval of a planning proposal.

Formatted: Indent: Left: 3 cm, No bullets or numbering

that have declined to the point where they cannot be satisfactorily and economically rehabilitated.

1. The *Property Standards By-law*, as adopted by Council, is concerned with the following matters:

- i) the health, safety and security of building occupants;
- ii) the physical condition of the interior and exterior of all buildings; and
- iii) the condition of yards, vacant property, parking areas and walkways.

2. The City shall ensure that the application of the By-law is not detrimental to the conservation of *natural heritage features* or *cultural heritage resources*.

3. The City shall ensure that the By-law is applied in an appropriate and reasonable manner throughout the City. However, in the outlying, non-urbanized areas of the City some tempering of the application of the By-law relative to property maintenance may be undertaken to recognize the unique rural circumstances of the area. In no instances will the By-law's application to matters dealing with health, safety and security of building occupants be compromised.

10.15 Demolition Control

1. To prevent the premature demolition of residential buildings within designated areas of the City, Council may prepare, enact and enforce a Demolition Control By-law in accordance with the provisions of the *Planning Act*.
2. Applications to demolish protected, designated or listed heritage buildings and structures shall be considered in accordance with the provisions of the *Ontario Heritage Act* and the policies of this Plan.

10.16 Municipal Finance

1. Municipal capital expenditures implementing any aspect of this Plan will be guided by a Ten Year Capital Budget Forecast, which will be reviewed annually.
2. Development staging and priorities as established by this Plan will be carried forward, having regard for the City's ability to assume the financial burdens involved. Each proposal and each stage of *development* will proceed only after Council has indicated that the City is in a position to assume the financial and other obligations required to provide the necessary services.
3. Future *development* will be monitored to ensure that a balance is maintained between demands for service and the overall fiscal capacity of the City, and that an appropriate relationship is maintained between residential and non-residential assessment.

4. The City may consider alternative means to finance infrastructure projects such as front-end financing or private/public partnerships to ensure that development occurs in a timely and fiscally responsible manner. The City may enter into agreements addressing the terms and conditions related to alternative financing.

Comment [MA84]: Policy added in response to comments concerning considering alternative means for financing infrastructure projects.

10.17 Land Acquisition

1. Council may authorize the acquisition including by gift, and holding of real property for the purposes of implementing this Plan and in accordance with the provisions of the *Planning Act*, the *Municipal Act* or any other relevant legislation.

10.18 Pre-consultation and Complete Application Requirements

Having all relevant information and material pertaining to a particular planning application available early in the planning process is essential to making good land use decisions. Requiring this information and material to be provided at the time a planning application is submitted enables Council to make a well informed decision within the timeframe provided by the *Planning Act* and ensures the public and other stakeholders have access to the information early in the process. Understanding the issues related to development and having the appropriate studies completed early in the planning process can avoid delays and provide opportunities to resolve potential differences prior to Council's consideration of the matter.

1. Prior to the submission of an application for an Official Plan Amendment, *Zoning By-law* Amendment, draft plan of subdivision or *condominium* and/or a site plan approval, applicants are required to pre-consult with ~~the~~ City staff. Prior to the submission of any other development application, applicants are encouraged to pre-consult with ~~the~~ City staff. The pre-consultation process is intended to scope the issues associated with a specific *development* proposal and/or change(s) in land use and set out clear requirements for a complete application. The form and level of pre-consultation will vary based on application type and context and shall be according to the process described in a Pre-consultation By-law.
2. Any application for amendment(s) to the Official Plan or *Zoning By-law*, application for approval of a plan of subdivision or *condominium*, or application for *consent* will not be deemed complete by the General Manager of Planning ~~and Building~~ Services and the time period within which the Council is required to make a decision will not commence, unless it is accompanied by:
 - i) the prescribed information and material as required under the *Planning Act*; and
 - ii) other information and material deemed necessary by the General Manager of Planning ~~and Building~~ Services or their designate in accordance with this Plan.