

**Agora Research Group Inc.**

Market and Consumer Research, Real Estate Strategies and Land Use Planning

Agora Research Group Inc.  
P.O. Box 13  
Kleinburg, Ontario  
L0J-1C0  
416-460-3383

October 31, 2011

SENT VIA EMAIL AND COURIER

City of Guelph  
Tina Agnello, Acting City Clerk  
1 Carden Street  
Guelph, Ontario  
N1H 3A1

**Re: 106 Carden Street, Guelph, Ontario**  
**Written Comments Related to the November 7, 2011 Public Meeting**  
**Re Proposed OPA 43 - Downtown Guelph Secondary Plan (Envision**  
**Guelph Downtown)**

Dear Ms. Agnello,

Agora Research Group Inc. is the planning and development consultant for the owners of the property located at 106 Carden Street. On behalf of our client, we are submitting the following written comments as part of the Public Meeting related to the proposed OPA 43 - Downtown Guelph Secondary Plan (Envision Guelph Downtown).

**Background**

The historic Royal Inn & Suites business located in downtown Guelph has been severely impacted by the closure of Carden Street. Specifically, Carden Street was closed by the City to accommodate the Downtown Transit Terminal which will be located in front and adjacent to the main entrance of the hotel. The closing of Carden Street has virtually eliminated the hotel entrance function. Business has been impacted by a reported 67% and the Owners are operating at a loss.

One of the options the Owners are considering to recoup their losses is the redevelopment of the site which will include a mixed use building consisting of retail, live work units, condominium units and a boutique hotel.

The current proposal calls for a 12 storey building and will include 1 ground floor of retail, 2 storeys of live/work units, 7 storeys of condominium units and the top 2 storeys will feature a boutique hotel (reference Appendix I for conceptual site plan and elevation drawings).

Given that the proposed Downtown Secondary Plan Study limits height to 6 storeys in this location, the Owners feel that a 12 storey building would be more appropriate given the height of the proximate Co-op building which has 9 storeys and the height of the proposed 18 storey condominium building at Macdonell Street / Woolwich Street.

Although the proposed 12 storey development is in part driven by the need to recoup the original investment in the property that has been devastated by City actions and no fault of the current Owners, the 12 storey proposal also has merits for the following reasons:

## Provincial Policy Statement

The proposed development is consistent with the policies of the PPS 2005. The PPS directs growth to settlement areas and promotes a mix of land uses in a compact urban form. Emphasis is placed on job creation, creating complete communities and in protecting the health of main street and downtown areas.

## Downtown Projected Population Growth

The Local Growth Management Strategy (LGMS) completed in August 2009 identifies the opportunity for 2,000 to 3,000 additional residential units in the downtown Guelph area by 2031. This is equivalent to approximately 100 to 150 residential units per year over the next 20 years. The proposed development features 145 residential units which equates to a one year supply of residential units in the downtown area based upon the LGMS report.

## Access to Transit

High density developments adjacent to transit hubs represent good planning and are seen as a positive step in reducing traffic congestion and environmental emissions.



According to the Proposed Secondary Plan for Downtown Guelph, "The new Downtown Transit Terminal will establish a single central transit hub and play a critical role in implementing the City's Transit Growth Strategy. The report further states that "The City shall continue to work with VIA, Metrolinx, inter-city transit providers and other stakeholders to ensure all planned transit functions of the Downtown Transit Terminal are accommodated and coordinated in an efficient manner that support the broad objective to create an attractive and transit-orientated Downtown". Furthermore, the report states that "The City shall continue to work with Downtown property owners, employers and residents to capitalize on the Transit Terminal and monitor its impacts on its immediate surroundings".

Access to major transit hubs and highway systems is one of the key considerations for individuals and households in purchasing a home. As regional highway systems become increasingly congested, public transportation's role in facilitating commuting will have an increasing role in attracting higher density growth in the downtown Guelph market.

Furthermore, residential developments in close proximity to transit hubs usually develop strong linkages to employment opportunities in surrounding markets including the Toronto Central Business District.

As Guelph's transit hub will be located adjacent to subject property, it is critical that maximum densities be permitted on this site.

## Affordability

Affordability is the most important factor driving high density developments in markets within and surrounding the GTA. The Provincial Policy Statement along with market forces are generating the demand for higher density developments. As land supply becomes increasingly limited, all types of housing will increase in price. Less expensive housing types such as townhouses and apartments will become increasingly attractive and in higher demand.

The demand for medium and high density units is forecast to rise steadily in the near future as housing in Guelph evolves to accommodate shifting demographic, economic and lifestyle changes.

The level of demand for medium and high density residential units will represent a significant increase from historical levels, particularly for a medium size market



such as Guelph that is accustomed to single and low density residential buildings. This evolving shift to more intensive forms of residential development is consistent with the maturation of other similar size markets surrounding the GTA.

To encourage high density residential development, appropriate densities must be permitted that provide sufficient revenue to support land costs. In downtown areas such as Guelph, where land costs are high or as in the case of the current Owners that are required to recoup their investment, heights of at least 12 storeys will be required to make this project feasible. High density is the only viable solution to create affordable housing, otherwise, low density will result in higher average unit costs.

In order to keep prices affordable the Owners are proposing 145 units with an average size of between 600 sq.ft. and 800 sq.ft. which will be clearly targeted to young professionals, first time home buyers and empty-nesters.

Affordability will be further enhanced by live/work units. A live-work unit is generally defined as a unit where residential and non-residential spaces are combined where the proprietor can both live and work. Expected intensity related to customers, deliveries and employees is less than a single purpose commercial space found in most business districts but more intense than home occupations. Live-work units provide a number of community benefits including flexible incubator space for small business growth, reduction in vehicle distances travelled between home and work, and space for smaller scale services within neighbourhoods. Furthermore, the live-work units will provide an affordable solution to residential land uses.

## Building Design

A key driver of high density demand is the availability of a broad selection of retail/commercial services and features within walking distances of such developments. Service and features include the following: access to frequent public transit, active and animated streets, cultural attractions, restaurants, local employment opportunities and access to natural features such as parks and river systems. These services and features are characteristics of highly mature dense urban environments that are currently present in the Guelph market and other selective urban centres in and around the GTA.



The proposed development will revolve around the theme of Live/Work/Play and will be constructed to be highly attractive and blend into the existing fabric of Guelph's downtown. The building facade will wrap around the Carden Street / Macdonell Street corner and accentuate the intersection. The building will be stepped down towards the west side to accommodate a transition to lower height buildings along Macdonell Street. The building will also be setback at the 4<sup>th</sup> storey and higher to accommodate the policies in the proposed Secondary Plan. Moreover, and to further comply with the proposed Secondary Plan, the maximum floorplate above the 6<sup>th</sup> storey has been limited to 1,200m<sup>2</sup> and above the 8<sup>th</sup> storey to 1,000m<sup>2</sup>. Existing building heritage features will be integrated into the design of the new building.

Ground floor retail will feature heights of 5 metres floor to floor and windows will correspond approximately to the height of the floor. A large proportion of the street facing ground floor wall will be glazed.

Live/work units will be positioned on the 2<sup>nd</sup> and 3<sup>rd</sup> storeys and will be separate from the condominiums units. The facade will feature masonry and appropriate glazing.

Condominium units will be located on the 4<sup>th</sup> through 10<sup>th</sup> storeys. The 4<sup>th</sup> storey facade will feature masonry while the balance of the condominium storeys will feature a glass facade which will fade the height of the building and blend into the sky. Balconies will be recessed and integrated into the design of the building facade. There will be no exposed concrete balconies.

The 11<sup>th</sup> and 12<sup>th</sup> storeys will be dedicated to a boutique hotel.

The height of the proposed building will also enhance the transition in building heights along Macdonell Street from the 18 storey gateway proposal at Macdonell Street / Woolwich Street through to the 9 storey Co-op building at Macdonell Street / Carden Street to the balance of planned 6 storey medium density developments along Macdonell Street.

### Conclusion

Based upon the comments provided herein, the Owners are respectfully requesting a change in the density to their property to permit a 12 storey building. The development proposal respects and conforms to all aspect of the proposed Downtown Guelph Secondary Plan save for the density limit. It is our



# **Agora Research Group Inc.**

**Market and Consumer Research, Real Estate Strategies and Land Use Planning**

Agora Research Group Inc.  
P.O. Box 13  
Kleinburg, Ontario  
L0J-1C0  
416-460-3383

opinion that the Proposed Development represents good planning and is appropriate for the subject site.

We appreciate your efforts to incorporate our comments into the Public Meeting process in order that City Council is made aware of our client's position.

If you have any questions or require clarification, please contact the undersigned directly.

Respectively Submitted,

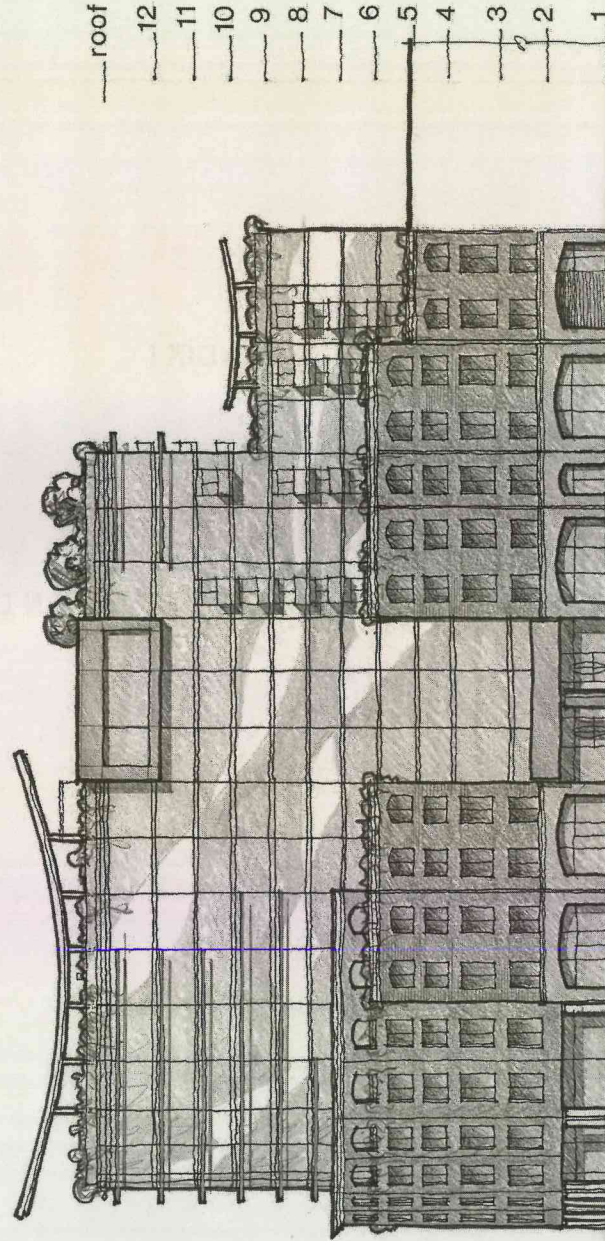
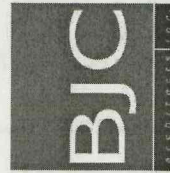


Claudio Balbinot B.E.S., MCIP, RPP  
Agora Research Group Inc.  
416-460-3383

cc: Parimal Gandhi – Royal Inn & Suites  
Paul Critchley – BJC Architects Inc.

## **APPENDIX I**

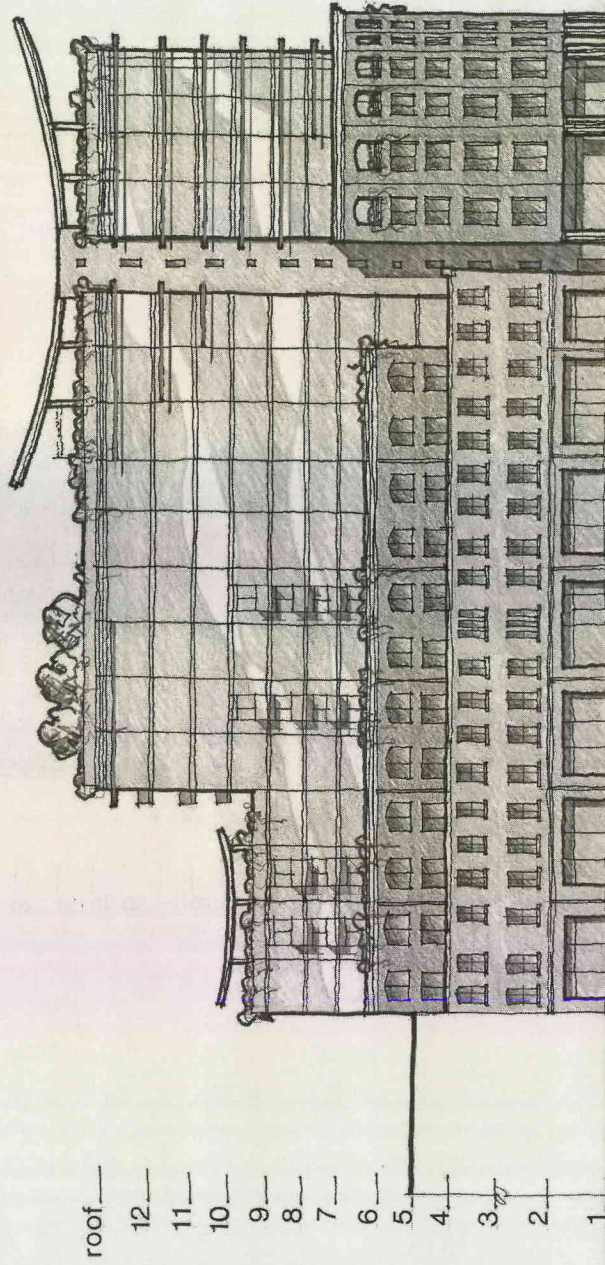
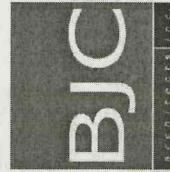
### **PROPOSED SITE PLAN AND ELEVATION DRAWINGS**



**MACDONELL STREET ELEVATION**

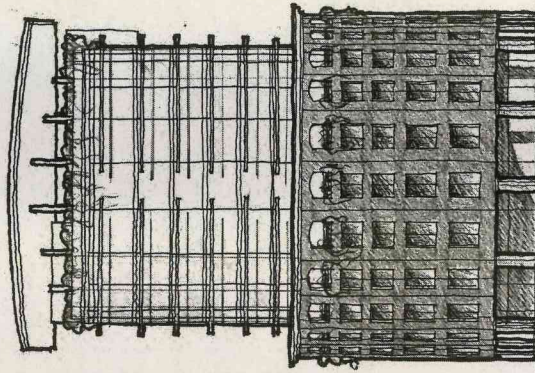
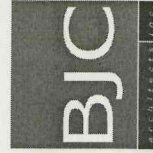


**ROYAL INN & SUITES**  
RESIDENTIAL/COMMERCIAL DEVELOPMENT  
106 CARDEN ST., GUELPH, ON  
OCTOBER 12, 2011



**CARDEN STREET ELEVATION**

ROYAL INN & SUITES  
RESIDENTIAL/COMMERCIAL DEVELOPMENT  
106 GARDEN ST., GUELPH, ON  
OCTOBER 12, 2011



roof —  
12 —  
11 —  
10 —  
9 —  
8 —  
7 —  
6 —  
5 —  
4 —  
3 —  
2 —  
1 —

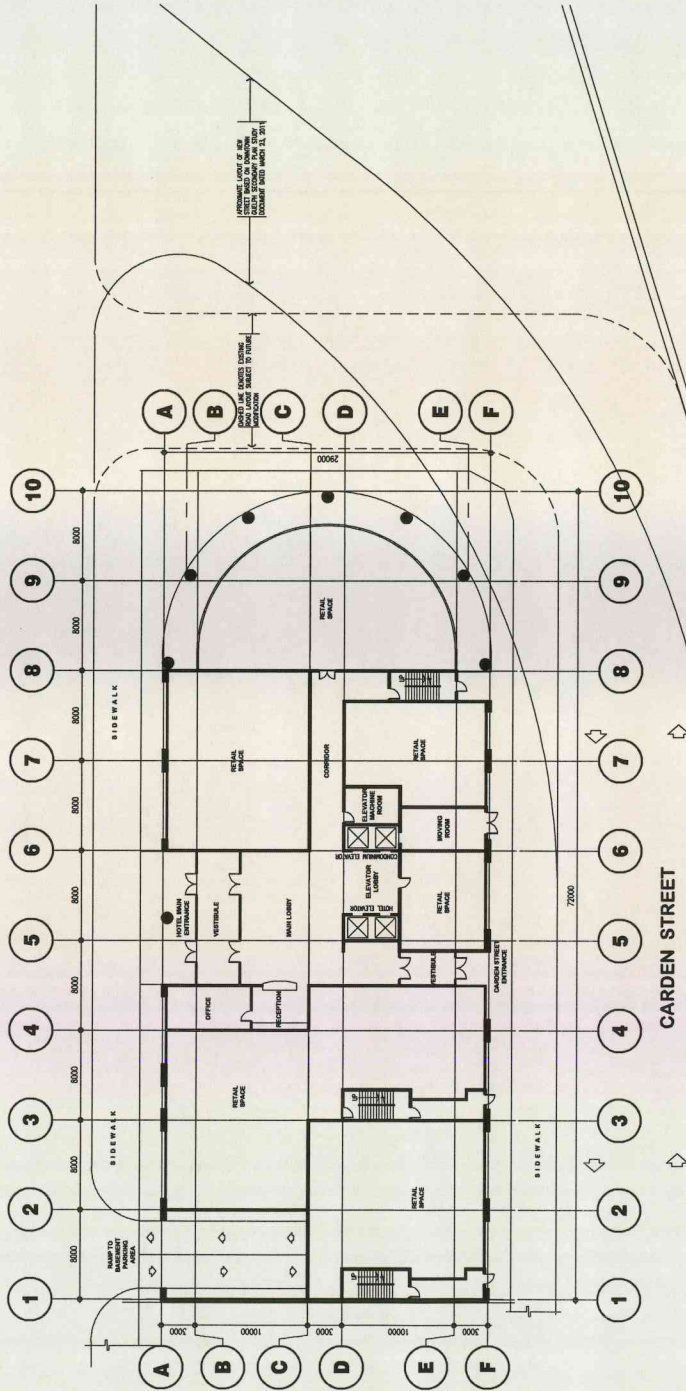
GATEWAY ELEVATION



OLD QUEBEC STREET

MACDONELL STREET

CARDEN STREET



**BUILDING AREA SUMMARY**

GROUND FLOOR AREA	± 1,808 m² (± 20,407 ft²)
2ND-5TH FLOOR AREA	± 7,912 m² (± 85,158 ft²)
6TH-10TH FLOOR AREA	± 4,850 m² (± 52,348 ft²)
11TH-12TH FLOOR AREA	± 1,178 m² (± 12,689 ft²)
<b>TOTAL FLOOR AREA</b>	<b>± 15,747 m² (± 169,602 ft²)</b>

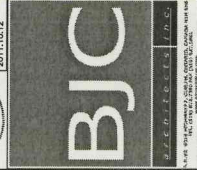
**DEVELOPMENT DATA**

TOTAL RETAIL AREA	± 1,169 m² (± 12,582 ft²)
TOTAL NUMBER OF CONDO UNITS	146 UNITS
TOTAL NUMBER OF HOTEL ROOMS	40 ROOMS

NOTES:  
1. This drawing and all associated information are the property of the Architect and shall remain confidential. No part of this drawing shall be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage or retrieval system, without the prior written permission of the Architect.  
2. The information and related drawings shown on this drawing are for informational purposes only and are not to be used for any other purpose without the prior written permission of the Architect.  
3. The information and related drawings shown on this drawing are for informational purposes only and are not to be used for any other purpose without the prior written permission of the Architect.  
4. The information and related drawings shown on this drawing are for informational purposes only and are not to be used for any other purpose without the prior written permission of the Architect.  
5. The information and related drawings shown on this drawing are for informational purposes only and are not to be used for any other purpose without the prior written permission of the Architect.

NO.	DATE	REVISIONS	BY
1	2011.10.12	REVISED	ARCHITECT

ASSOCIATION OF ARCHITECTS  
P. A. CLOPP  
2011.10.12



Client: ROYAL INN & SUITES  
100 QUEBEC STREET  
OTTAWA  
ON K1P 1H1  
PROJECT: RESIDENTIAL COMMERCIAL DEVELOPMENT  
ROYAL INN & SUITES  
100 QUEBEC STREET  
OTTAWA  
ON K1P 1H1

Site Plan & GROUND FLOOR PLAN  
Scale: 1:100  
Date: 11-24-10  
A-100



**From:** [Claudio Balbinot](#)  
**To:** [David deGroot](#)  
**Cc:** [Al Hearne](#); [Todd Salter](#); "[parimal.gandhi](#)"; "[Paul Critchley](#)"; [ClerksDept](#)  
**Subject:** Guelph - 106 Carden St - Royal Inn & Suites Redevelopment Proposal  
**Date:** April 2, 2012 9:40:17 AM  
**Attachments:** [Royal Inn 01 Elevations, 10 Storeys, BJC.pdf](#)

---

David,

As follow-up to our last meeting.....on behalf of Parimal Gandhi (Owner of Royal Inn & Suites – 106 Carden St) we are submitting the attached PDF file which reflects the Macdonell Street elevation for your consideration as the City shapes the Secondary Plan for downtown Guelph.

Regards,

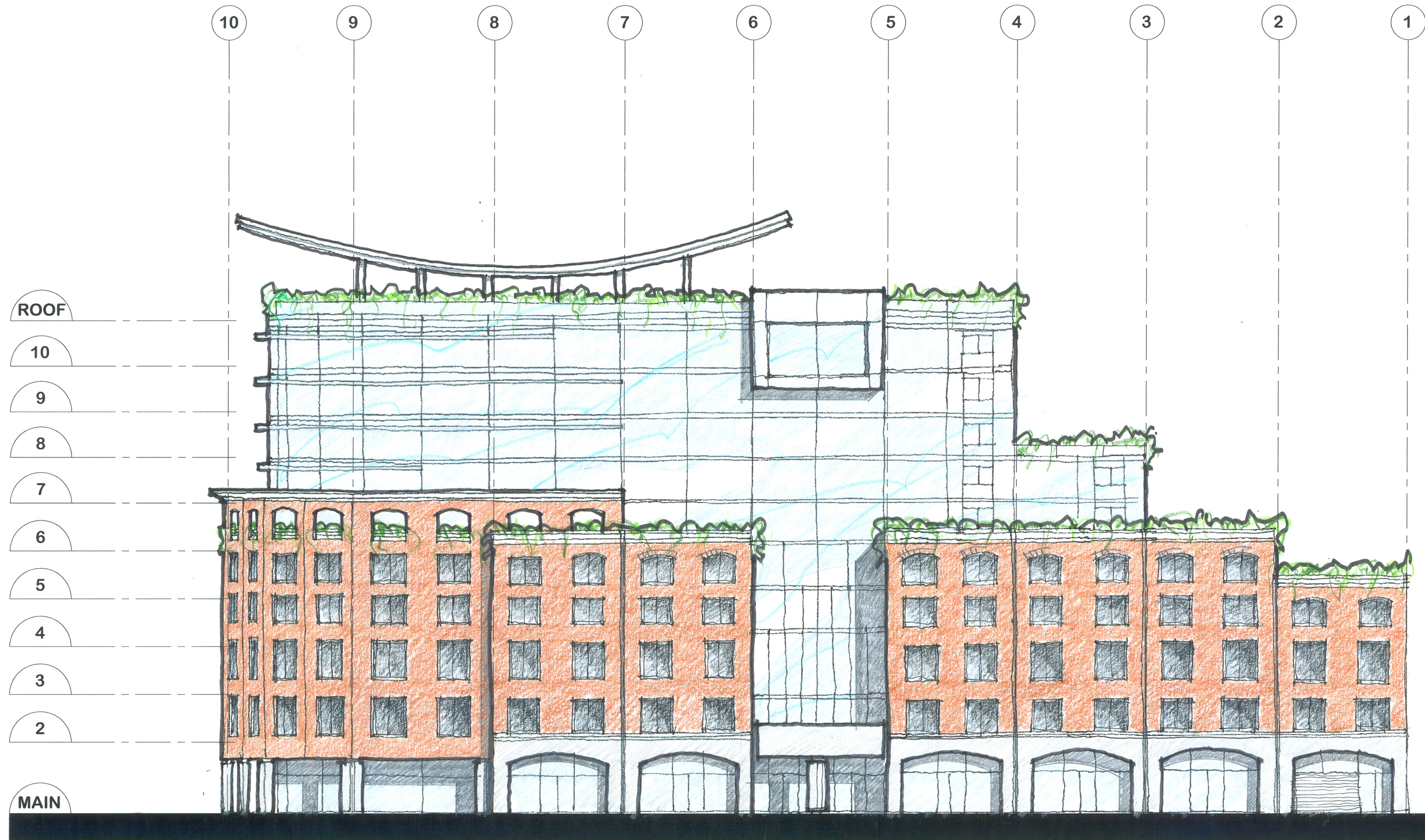
Claudio Balbinot MCIP, RPP  
Agora Research Group Inc.  
P.O. Box 13  
Kleinburg, Ontario  
L0J-1C0  
Bus# 416-460-3383  
Fax# 905-893-0755

.....

This e-mail is confidential and intended solely for the use of the individual or organization to whom it is addressed. Do not copy, modify, distribute or take any action in reliance of this e-mail if you are not the intended recipient. If you have received this e-mail in error, please notify the sender and delete this e-mail from your system. Although this e-mail has been checked for viruses and other defects, no responsibility can be accepted for any loss or damage arising from its receipt or use.

.....





MACDONELL STREET ELEVATION



**ROYAL INN & SUITES**  
 RESIDENTIAL/COMMERCIAL DEVELOPMENT  
 106 CARDEN ST., GUELPH, ON  
 MARCH 07, 2012





## Wellington Physiotherapy Associates

City of Guelph  
Tina Agnello, Acting City Clerk  
1 Carden Street  
Guelph ON N1H 3A1

RECEIVED  
NOV - 1 2011

CITY CLERK'S OFFICE

November 1, 2011.

Ms. Agnello,

I have recently been made aware of the City of Guelph's plan to redevelop the downtown area sometime in the near future.

I am submitting this letter as my formal objection to this plan as it will have significant impact on my family's physiotherapy business at 23 Wellington Street East, in downtown Guelph.

My wife and I have either worked at or owned & operated Wellington Physiotherapy Associates (formally Andy Wang & Associates Physiotherapy) since 1998. We relocated from Eramosa Road to 23 Wellington Street East in 2001 and continue to operate there today. Over the past 4 months, we have expanded and significantly renovated & upgraded our facility, at great cost to us! We are excited about this facility and feel strongly that we have positioned ourselves to optimally serve our community into the next decade.

We are certainly distressed to NOW hear that there is a plan to redevelop this area, and potentially render all of our efforts and investments futile. It seems to us that this plan would cause great hardship to our business and to our family.

Sincerely,

Shane Mabey  
Wellington Physiotherapy Associates



November 2, 2011

Madam Mayor, Counselors, City Staff and Guests,

This presentation is made on behalf of the Guelph Animal Hospital (owned and operated by Dr. Rob Butler, Dr. Renee Fleming and Dr. Ilana Smolkin) and the Guelph Cat Clinic (owned and operated by Dr. Jocelyn Maggs) currently occupying the building at 110 Gordon Street.

Guelph Animal Hospital has been part of the downtown community for 54 years and the Guelph Cat Clinic has similarly been part of the downtown for close to 30 years. Dr. Rob Butler and Dr. Jocelyn Maggs started off their practice together at the Guelph Animal Hospital in 1988 taking over its location at the corner of Duke and Elizabeth Street, where the clinic had been started in 1957. In 1995 they purchased the Amberlane Cat Clinic at the corner of Suffolk and Yorkshire, renaming it the Guelph Cat Clinic. In 1998 (14 years ago) Dr. Butler and Dr. Maggs moved both clinics to the large building on 110 Gordon Street (the former Red Lobster) for its picturesque and highly visible location just north west of the covered bridge and York Road Park along the speed river. This location provided private parking and safe access to the clinics for both cats and dogs, maintained a convenient downtown location within walking distance for over 2,000 of the approximate 10,000 combined clients with the added advantage of direct access to the park. This is most important to many owners who are able to walk to the clinic while avoiding the busy traffic on both Gordon and Wellington.

Guelph Animal Hospital and Guelph Cat Clinic have prided themselves on being part of Downtown Guelph and have promoted the respective clinics as such. As zoning options are extremely limited for veterinary clinics in the Downtown core, the current location of 110 Gordon Street has provided a unique opportunity for these two clinics to cater to their respective clientele and pets in a setting that could not be realized within a strip mall location.

Guelph Animal Hospital and Guelph Cat Clinic are one of only 2 clinics within the city limits that have a free standing facility with private parking available for pet owners providing added safety for transporting these patients from car to clinic.

From the very beginning Guelph Animal Hospital has worked proudly with the Guelph Police Service Dogs and provides annual examination, blood work and vaccines to these dogs free of charge as well as acting as their primary veterinary care provider throughout their active service. In addition the Guelph Animal Hospital was recognized by this City Council with the "Access Recognition Award" in 2009 for acting upon a client's request to improve services and support persons with service dogs. This particular client walks to the clinic on a regular basis with her seeing-eye dog from the downtown core to receive all necessary veterinary care. A special walkway was built from the side walk to the front door of the clinic for this client in order to prevent her from having to navigate through the parking lot.



Being uniquely situated at the covered bridge with immediate access to the park, dog owners have the added advantage of having a safe and enjoyable walk to the clinic while taking full benefit of the park and paths along the river's edge. As such the Guelph Animal Hospital in particular has valued the park system and on more than one occasion has offered to sponsor and monitor a "poop and scoop" station near the vicinity of the bridge and would be interested in partnering with the city to explore future possibilities, such as helping to maintain a fenced-in off-leash dog area.

With over 2,000 clients located within walking distance of both clinics we believe that both Guelph Animal Hospital and the Guelph Cat Clinic would fit nicely into any downtown planning that wishes to lessen the flow of traffic. Our tracking shows that 30-40% of all new clients to both clinics have chosen these services based on our current location and visibility. Together these two clinics service close to 10,000 clients within the city of Guelph.

In the Downtown Secondary Plan, one of the stated guiding principles (no 2) is to set the scene for living well downtown. The target population growth is a downtown population of 8,500 by 2031. Downtown is to become a showcase for high-density, sustainable living. A key factor in attracting this population growth to downtown is the presence of important amenities that the increased population will use. We very strongly believe that veterinary clinics are one of those necessary amenities and there needs to continue to be easily assessable veterinary care within walking distance from the downtown core.

Guelph Animal Hospital and Guelph Cat Clinic would be pleased to work with the City of Guelph to see an enhanced green space along the west shore of the Speed River while maintaining our presence in this vicinity. Some of the options we believe should be explored include:

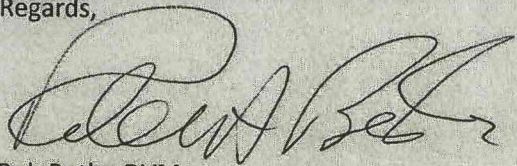
1. Ceding access behind the 110 Gordon St building for a wide walkway along the river's edge behind the current clinics. The unused area at the back of our lot that fronts the river could easily be incorporated into the river's edge park and trail without the need to move the current building. This unused area runs the full width of the lot and is 30 feet deep from the fence line (2 photos). In addition to this there is a strip of land between the fence and the slope down to the water's edge that is currently used as a path. This strip is about 5 feet wide. (photo). This provides a total width along the river's edge of 35 feet at the back of the building that could be incorporated into a path and parkland. This solution would meet the goal of the Secondary Plan to open up access to the river but in addition would allow the veterinary clinics to remain available for downtown residents.
2. The potential of moving the clinic's current location one lot over to the south where the city currently maintains ownership of the land between the Guelph Animal Hospital/Cat Clinic and the Lawn Bowling Club could also be considered by all parties.

Both clinics have recently invested over \$100,000 in external building renovations and parking lot improvements, and have plans for further required internal renovations which have currently been placed on hold until more clarity on the city's plans are forthcoming. We are urgently waiting upon City Council and city planning staff to inform us of their intent regarding these issues and how it will affect our immediate and future plans at 110 Gordon Street.

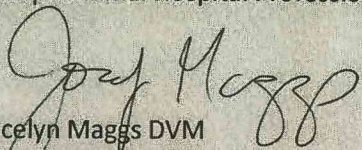


Thank you for your attention to our concerns,

Regards,

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

Rob Butler DVM  
Managing Director  
Guelph Animal Hospital Professional Corporation

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

Jocelyn Maggs DVM  
Managing Director  
Guelph Cat Clinic Professional Corporation



## The Ward Residents' Association Honouring our past-developing our future

Tina Agnello  
Acting Clerk  
City of Guelph  
[Clerk@guelph.ca](mailto:Clerk@guelph.ca)

In Response to the OPA 43

My name is Maria Pezzano and I am the Chair of The Ward Residents' Association, This evening I will be bringing the voice of approx. 200+ residents of The Ward into Council chambers. I am here to raise concerns over the latest version of the Downtown Secondary Plan as it relates to portions of Ward 1 Otherwise known as 5 Arthur St.

### INTRODUCTION TO TWRA

18 Months ago the TWRA mobilized as a community, working together in a positive, proactive manner, together with the residents of The Ward, we came to realize and define the values that were important to us as a neighbourhood and developed the following mandate:

“The Ward Residents' Association aims to work in a positive manner with all stakeholders, in order to grow, develop and improve our neighbourhood while maintaining its rich cultural heritage and diversity”

In the spring of 2010 we embarked on a journey to better our community, to take action and let it be known that the individuals residing in the area, new neighbours, old neighbours and those in between will continue to invest in their community as they have been for the last 50+ years.

A year and a half later, as the draft of the Downtown Secondary Plan is presented to Council and the public, we are proud to see the contributions of TWRA and residents of The Ward incorporated in this version of the plan. Our principles for the most part have been incorporated. Overall, the experience to date has been positive. We have fostered a great relationship with City Planners and Councillors as well as the current property owners Kilmer Brownfield Equity Fund and Fusion Homes. We have reached out to the community and ensured the residents had a voice in this process.

Honouring our Past, Developing our Future is our tag line and as each new development settles in the Ward, and as residential developments of the future replace the industrial Brownfield footprint, of the past, we are optimistic that the values and characterization of The Ward will be reflected in the future of our neighbourhood.

There is a desire for residents in this neighbourhood to hold on and to keep what they feel is valuable in the Ward. It is the first sustainable neighbourhood in our city. It was the originator of the live work scenario, full of artisans, shoemakers, shopkeepers, delis, butchers and even Guelph's first hardware store.



# The Ward Residents' Association

## Honouring our past-developing our future

### CONCERNS WITH THE CURRENT VERSION OF THE DDSP

Found at the beginning of the Draft Downtown Secondary Plan under Summary of Changes  
Only those comments we wish to address are listed here

- The previously proposed new view corridor from Arthur Street does not meet the criteria used to establish the existing view corridors. In addition, the view will impact the redevelopment potential of a number of sites. Therefore, the proposed view corridor is not included in draft OPA 43.

The Ward Residents' Associations understands that since that principle was created the potential for new development has come to light. So we are asking if you are taking away this view corridor what are proposing to replace it with? We invite you to take a walk along Arthur St. S., or Cross St. since all views are visible right now and we are open to suggestions. It is unacceptable to just take the view away, as it was in the 1970's when residents' at that time did not have a voice in that process.

- The draft OPA 43 identifies the Fountain Street extension as a "local street or active transportation link" and proposes that an Urban Design Master Plan be required for this area prior to development to address how development will achieve active transportation objectives in the area and built form policies of the plan.

TWRA encourages an active transportation link connecting 5 Arthur St. S to the rest of Downtown through the use of an Urban Design Master Plan, by doing so it connects the rest of the Urban Growth Study Area

5 Arthur Street

### Summary of Comments

- Comments have been received from Kilmer regarding the need for more flexibility in regards to the development of the site such as additional height ranges, Floor Space Index maximums (i.e. 3.0 FSI rather than 1.5 FSI) and the re-designation of the entire site to Mixed Use 1.
- Comments have also been received from the Ward's Residents Association that more contextual study is required to determine building heights, massing and open space on the site.

### Summary of Changes

## The Ward Residents' Association Honouring our past-developing our future

Skip down

- In addition to the built form policies that apply across the study area additional built form policies have been added to the Secondary Plan regarding this site to ensure appropriate massing and open space configuration are achieved. Specifically, policies have been added to require open space connections east-west through the site. Policies have also been added to limit the floor plates of mid-rise buildings (between 4 and 6 storeys) and ensure that taller portions of buildings are spaced appropriately.

The Ward Residents' Association encourages the use of the Urban Design Master Plan. It also supports the current height restriction of 4-6 stories. TWRA firmly believes that any future development application be measured against the current zoning by law therefore taking part in the public process designed for these issues.

Two storeys of additional building height except along Arthur Street may be permitted through bonusing for community benefits as well as additional density (i.e. FSI).

Twra needs some clarification with this comment.

- The historic building is proposed to be exempted from the FSI calculation to allow for flexibility in its reuse.
- The proposed Residential2 designation proposes to increase the maximum unit size for convenience commercial from 300m<sup>2</sup> to 500m<sup>2</sup>. This will allow for some additional flexibility for commercial uses in this area while ensuring that any commercial development in this portion of the property will be locally focused.

Originally The Ward Residents' Association felt strongly that 5 Arthur St. S. remain solely residential. However we recognize to have a successful sustainable community a fine and delicate balance between residential and commercial development needs to be found. WE SEE THIS AS Flexibility. TWRA is uncomfortable with just an over all acceptance of square footage increase from 300m<sup>2</sup> to 500m<sup>2</sup> in that it threatens the, unique local feel of the small business. For example Angelino's of Stevenson St. is an example of a good size commercial space that TWRA can see there. In all discussions the concern over large retail commercial units has been expressed by TWRA. The commercial square footage above 300m<sup>2</sup> should be evaluated on a case by case basis, and how would it accommodate parking, outdoor lighting etc. We encourage some more discussion around this topic



## The Ward Residents' Association

### Honouring our past-developing our future

- Within the Mixed Use 1 designation, the proposed approach has been revised to not provide a cap on the size of individual commercial uses or an overall cap. The amount of commercial development possible is already limited by the geographic extent of the designation. In addition, this approach provides a consistent policy approach to sites that front onto Elizabeth Street.

TWRA realizes the challenges around this area, but it does have some concerns around anything left open ended and encourages language that incorporates some kind of boundary or cap .

- The draft OPA maintains the Residential 2 designation on the site south of the heritage building in recognition of the transitional nature of this site between the historic Central Business District and the historic St. Patrick's Ward neighbourhood.

The Ward Residents' Association does not envy the challenges presented to City Planners and the Developers to make this site a win win win for all involved. The Residents are the third win in that statement, when the planners are done planning and the developers are done developing the residents still reside there. The streets are extremely narrow in some cases and to have 10 Story buildings butting up against 1.5 storey row houses and 2-3 Story Condos as well as 2 story homes just doesn't reflect good design sense.

Thank you for your time  
Maria Pezzano

Revised Notes from Maria Pezzano  
- The Ward Residents' Association

Good Evening  
Madam Mayor, Councillors

In Response to the OPA 43

RECEIVED  
NOV - 7 2011

CITY CLERK'S OFFICE

My name is Maria Pezzano and I am the Chair of The Ward Residents' Association. This evening I will be bringing the voice of approx. 300+ residents of The Ward into Council chambers. I am here to raise concerns over the latest version of the Downtown Secondary Plan as it relates to portions of Ward 1 Otherwise known as 5 Arthur St. S in the Urban Growth Study area.

The image sheet offers in quick reference to the transformation of 5 Arthur St. S. over the past 18 months. Notice the concrete wall residents have lived with for 35+ years, notice the controversial depiction of 5 Arthur St. S. as presented on March 9<sup>th</sup> 2010. Don't worry it's just an illustration presented by Urban Strategies Inc. we heard. We just want to get your reaction. Notice the demolition, daily noise and dust.

#### INTRODUCTION TO TWRA

You had our reaction, you had our attention and now you will have our response.

18 Months ago the TWRA mobilized as a community, working together in a positive, proactive manner, collectively with the residents of The Ward, we came to realize and define the values, guidelines and principles that are important to us not only as a neighbourhood but as points for quality living. We developed the following mandate:

*"The Ward Residents' Association aims to work in a positive manner with all stakeholders, in order to grow, develop and improve our neighbourhood while maintaining its rich cultural heritage and diversity"*

In the spring of 2010 we embarked on a journey to better our community, to take action and let it be known that the individuals residing in the area, new neighbours, old neighbours and those in between will continue to invest in their community as they have been for the last 50+ years.

A year and a half later, as the draft of the Downtown Secondary Plan is presented to Council and the public, we are proud to see the contributions of The Ward Residents' Association incorporated in this version of the plan. Our principles for the most part have been included. Overall, the experience to date has been positive. We have fostered a great relationship with City Planners and Councillors as well as the current property owners Kilmer Brownfield Equity Fund and welcome and are excited about new property owners Fusion Homes.

We have reached out to the community and ensured the residents had a voice in this process. *Honouring our Past-Developing our Future* is our tag line and as each new development settles in the Ward, and as residential developments of the future replace the industrial Brownfield footprint of the past, we are optimistic that the values and characterization of The Ward will be reflected in the future of our neighbourhood.

There is a strong desire for residents in this neighbourhood to hold on to and keep what they feel are valuable in the Ward. It is the first sustainable neighbourhood in our City. Live/work style of life originated in The Ward, full of shoemakers, shopkeepers, delis, butchers, artisans and even Guelph's first hardware store.

You will have received a Summary of Changes presented by City Staff which can be found at the beginning of the Draft DownSP. Rather than reading through each of the summaries, I will focus instead on our comments to the applicable changes.

#### **In regards to the View Corridor**

The Ward Residents' Association understands that since the principle in regards to the view corridor was created, the potential for new development in adjacent lands has come to light. In the spirit of collaboration, we are asking if you are taking away this view corridor what are proposing to replace it with? We invite you to take a walk along Arthur St. S., or Cross St. and Neeve St. since all views are visible right now, we are open to suggestions. It is unacceptable to just take the view away, it is backwards thinking, as it was in the 1970's when a factory encroached down Arthur St S thereby blocking the view. Is history repeating itself? The residents at that time did not have a voice in that process, with encouragement things are different now.

#### **In regards to the Fountain Street Extension**

TWRA encourages an active transportation link connecting 5 Arthur St. S to the rest of Downtown through the use of an Urban Design Master Plan. Possibly incorporating a pedestrian bridge over the Speed River aligned with Fountain Street, and by doing so connecting the rest of the Urban Growth Study Area.

#### **In regards to Flexibility mixed use and commercial sq metres increase**

As mentioned already The Ward Residents' Association encourages the use of the Urban Design Master Plan. It also supports the current height restriction of 4-6 stories. TWRA firmly believes that any future development application be measured against the current zoning by law therefore taking part in the public process designed especially for these purposes. No backroom deals, no compromise.



Originally The Ward Residents' Association felt strongly that 5 Arthur St. S. remain solely residential. However we recognize and history of this area dictates; to have a successful sustainable community a fine and delicate balance between residential and commercial development needs to be found. To that end, TWRA is uncomfortable with just an over all acceptance of square footage increase from 300m2 to 500m2 in that it threatens the, unique local small business feel that The Ward Characterization speaks of. In all discussions the concern over large retail commercial units has been expressed by TWRA. The commercial square footage above 300m2 should be evaluated on a case by case basis, and a determination be made on how would it accommodate parking, traffic and outdoor lighting etc. We request some more discussion around this topic

### **Bonusing**

TWRA does not support two stories of additional height through bonusing. TWRA executive attended a presentation by Unto Kihlanki of INTBAU Guelph (International Network for Traditional Building Architecture and Urbanism) entitled "*Lessons from Cologne. A Contemporary Traditional City*". We were impressed with examples of creative solutions that city used for Urban Growth, the majority of building are six stories or less. We also heard John Farley from Creating Homes, speak about their project Market Commons Condos, an upcoming condo project on the corner of Gordon St and Essex St. across from the Guelph Farmer's Market, the amazing design of this building is again below 6 stories, Port Credit also hosts examples of good design under 6 stories.

TWRA realizes the challenges around the area of 5 Arthur St. S. at Elizabeth St., we acknowledge the suggestion not to cap development. The Ward Residents' Association does have some concerns around any **open ended** language in the policies and encourages language that incorporates some kind of boundary or cap, for example an 18 Storey does not fit there or anywhere on that sight. To leave this open ended puts the residents in that area in a very vulnerable position. Four potential sites for 18 stories have been identified by City Planners and 5 Arthur St. South is not one of them.

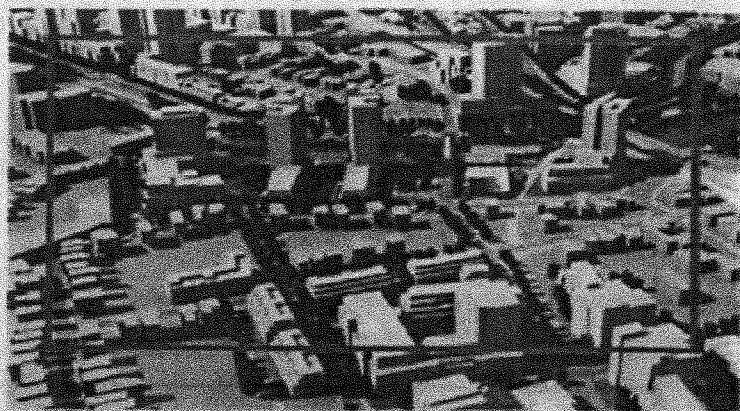
The Ward Residents' Association does not envy the challenges presented to City Planners and the Developers to make this site a win win win for all involved. The Residents are one of the three wins in that statement. Ultimately when the planners are done planning and the developers are done developing the residents will still reside there. Narrow streets, 7,8,9,10-18 Story buildings butting up against 1.5 storey row houses and 2-3 Story Condos and especially 2 story homes just doesn't reflect good design.

Thank you for your time  
Maria Pezzano  
The Ward Residents' Association  
Honouring our past-developing our future

Concrete Wall



Proposed High Density for 5 Arthur St.S. 2010



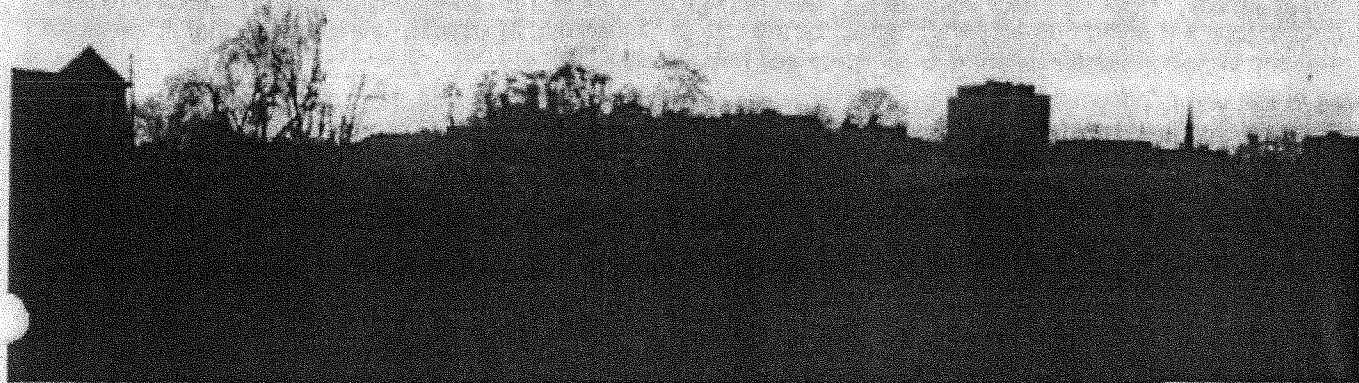
Demolition



More Demoliton



Ward with a View





INTBAU Canada - Guelph Group  
c/o Mr. Unto Kihlanki  
302 Edinburgh Rd. South  
Guelph, ON, N1G 2K4

November 2, 2011

To Guelph City Council

**Regarding the Proposed Downtown Guelph Secondary Plan (OPA 43):**

Dear Mayor Farbridge and City Councillors,

We are writing to you on behalf of the Canadian chapter of the International Network for Traditional Building, Architecture, and Urbanism. INTBAU is dedicated to the support of traditional building and the maintenance of local urban character. Registered as a charity in the United Kingdom in 2001, our organization is currently active in seventeen countries and growing rapidly.

The Canadian chapter aims to achieve these goals by drawing together all those with an interest in advancing the values associated with traditional design philosophies, sustainable urbanism, responsible community based architecture and conservation of the built environment. As the local INTBAU representatives, we naturally have an interest in the proposed Downtown Guelph Secondary Plan (the Plan). It offers an important opportunity for Council to bolster Guelph's strong tradition of city-building, which we view as a living legacy.

At the conclusion of their meeting in Valletta, Malta, on April 10, 2010, the International Committee on Historic Towns and Villages (ICOMOS) issued a position paper, which included the following statements: 'The historic city today fosters a sense of belonging and well-being amongst its citizens. The heritage and dynamics of historic cities are also primary assets for attracting creative industries, businesses and visitors.'; and, '...historic cities could serve as a source of inspiration for defining policies for sustainable urban development'.

Within Canada, Guelph is an important historic city, and we urge Council to adopt a position of healthy skepticism towards policies that would have us depart from its historic city-building traditions. This recommendation is not born of nostalgia for the past, but of a recognition that Guelph is among the luckiest of cities: Its original vision is still intact; and the power of that vision can be harnessed now.

It is with these thoughts in mind that we have reviewed the proposed Plan, and we offer you the following observations and recommendations.



Please note that, while INTBAU enjoys the patronage of HRH the Prince of Wales, the opinions expressed here are our own, and are neither endorsed by the Prince, nor by any representative of HRH.

## **Preface**

We wish to start by congratulating the city and its consultants for a plan that is, on the whole, a good one. The proposed strategy for achieving the desired increase in density is, primarily, to utilize mid-rise buildings along the principal streets; this could not be more welcome. We also greatly value the stated intention to respect the character of the existing fabric, as well as our historic buildings.

Numerous other aspects of the plan are laudable too. However, in the interests of brevity, the balance of this letter will deal only with those that we find to be worrisome.

## **COMMENTARY ON PART C**

The following commentary follows the organizational structure of the Part C document. This is for ease of reference and does not indicate a ranking of importance.

### **Section 2 - Principle 1: Celebrate What We've Got (pg. 43)**

In the study portion of the combined document (pg. 11), the Plan's authors describe Guelph's beginnings in a 'visionary plan' drawn by John Galt in 1827, and state that his ambitions were to recreate a 'European city centre'. Furthermore, they choose to highlight its modern day significance by acknowledging that '...it plays a fundamental role in defining the unique character of Downtown.' In another place (pg. 34), they write 'Guelph's remarkable character, rooted in John Galt's plan.....is one of its greatest assets.'

We agree, wholeheartedly. It is immensely puzzling, therefore, that the proposed Plan does not draw, in a more significant way, on Guelph's originating and sustaining vision. In Principle 1, for example, consideration for Guelph's urban heritage is limited merely to the preservation of significant historic buildings and streetscapes.

The legacy of Galt's plan is much more than just a street layout, and a collection of old buildings; his vision represents a coherent set of urban ideals in which the human scale of buildings, the even distribution of density, and use of highly adaptable building types, among other features, are all critical. These ideals have guided the generations of builders who have contributed to the realization of the downtown district that we are proud to have now. Together they form Guelph's city-building tradition.

We call on our leaders to acknowledge that the 'Guelph' residing in the minds and hearts of its citizens today, as well as those who think of the city from farther away, is the one inspired by Galt's original vision. In other words, it still aspires to be a traditional



European-style city; and without this aspiration, it ceases to be the city we know, even if it were still to contain many of the old buildings.

The recognition of Guelph's strong urban tradition, and its protection from unnecessary departures, should be included in the Plan's principles. But even more, it deserves to be utilized to guide our continued growth. After all, it has evolved to answer our deep collective need for a humane, harmonious, sustainable, and recognizable home city. Those needs are as real today as they ever were.

## **Section 2 - Principle 1: Objective e) – (pg. 43)**

*'Strategically locate and articulate tall buildings to minimize impacts on historic areas and preserve important public views.'*

The literal reading is this: A good strategy for minimizing impacts on historical areas is to locate tall, articulated, buildings downtown.

This is clearly not true, and it doesn't help that we know that this is not the intended meaning. The authors are assuming that we need tall buildings downtown and are merely suggesting ways of mitigating the, acknowledged, negative impacts.

We do not accept that tall buildings are necessary since, in our examination of the documents, we have found no demonstration of such a need. On the contrary, through our own analysis, we have become convinced that there is no need, at least not in the name of meeting the published density targets. Please see our detailed commentary on Section 7.2.1, found below.

Without a demonstrated need for tall buildings, they are an unwelcome intrusion on our historical city-building traditions. Therefore, this objective of the Plan represents a strategy for compromising our built heritage, not for celebrating it. It is misplaced as a support for Principle 1, and we recommend deleting it, or moving it to a new section on possible mitigating strategies.

## **Section 7 - Objective b) – (pg.71)**

*'Encourage a wide range of uses and built forms.'*

That we would benefit from having a wide variety of built forms is presented as a given, with no supporting reasons offered, as if it were obvious that the widest range of uses can best be accommodated by using specialized building types.

On the contrary, it is the less specialized building types that are the most adaptable and can therefore accommodate the widest range of uses, especially changing uses, over time. Furthermore, a building that can be adapted for alternate uses is inherently more sustainable than a specialized building, which is likely to become obsolete once its

special use is no longer in demand, and which may need to be demolished rather than adapted for reuse.

Guelph's traditional urban fabric is composed of relatively few building types; and these are typically very adaptable ones. The authors of the Plan seem to understand this when they write, '...South of the tracks, new buildings will take a contemporary form while embodying the principles of permanence, adaptability and simple beauty reflected in Downtown's historic buildings...' (pg. 42).

We agree. The best forms for new buildings would be similar to the ones found in the historic district, in both scale and configuration. The Plan should not encourage the development of a 'wide range of built forms'; rather, it should identify the essential attributes of Guelph's traditional building types, and promote new development that utilizes them.

#### **Section 7: General Built Form and Site Development Policies – 7.2.1. (pg. 72)**

The Plan includes the introduction of a great many height categories for buildings higher than downtown Guelph's traditional limit of 6 storeys. We can find, however, no specific argument in the documents to support the need for such taller buildings. The authors seem merely to assume that we need them, in order to achieve the Plan's density targets.

We are not so easily prepared to join them in that assumption. Based on our own analysis of the Plan, we assert that the density target is easily attainable using low-rise and mid-rise buildings only.

Per Schedule D, the Plan would permit, at least, 26 new tall buildings at heights varying from 8 to 18 storeys. It is likely that these would be developed, almost exclusively, for residential uses because the floor-plate sizes are restricted at the upper levels. They are also located, mostly, on the edges of the downtown district, close to the parkland areas.

Our estimate is that these buildings, alone, could yield approximately 4,500 new residential units, without any density bonuses. Therefore, since the Plan targets only 3,000 new units, a surplus of 1,500 units is possible. (Please see our calculations in Appendix A, attached).

Roughly, 1,900 of the new units would be located above the sixth storey. But, if we are correct, and the tall buildings proposed would produce a surplus of 1,500 units, then only 400 of those upper level units might actually be required. And even then, they would be needed only if we had to rely on just those 26 projects for the entire supply of new residential units.

But we must recognize that significant redevelopment, including residential uses, is likely to take place in locations beyond those identified for the taller buildings. A much larger area is identified for redevelopment up to six storeys, and the entire district up to four



storeys. It is hard to imagine this immense additional area redeveloped for non-residential uses only; neither would that be desirable.

If we were to rely on the additional development of just 20 to 30 new residential units per year (400 to 600 over 20 years) elsewhere in the Downtown district, then we could comfortably meet our density target using buildings no taller than six storeys.

Streets framed by mid-rise buildings offer a humane scale and harmonious qualities that are fundamental and important ideals within our city-building tradition; they must not be abandoned lightly, and certainly not unnecessarily. The livability of our streets and public spaces depends on them.

We call on Council to carefully examine the need for buildings taller than six storeys. If the Plan's density targets can reasonably be achieved without resorting to their use, as we maintain they can be, the proposed categories for taller buildings should be eliminated from the Plan.

#### **7.2.3. g) (pg. 73)**

*'All buildings downtown should be finished with high quality, enduring materials, such as stone, brick and glass. Glass should be transparent or tinted with a neutral colour. Materials that do not age well, including stucco, vinyl, exterior insulation finishing systems (EIFS) and highly reflective glass, shall not be permitted.'*

Durability, per se, is not a subject well suited to high-level municipal controls because all materials can be used poorly, and the durability of each is mostly determined by detailed design, careful installation, and by the ease of maintenance. Furthermore, eliminating stucco as an eligible finish is to discriminate against, what is arguably, the most traditional of all building materials. Because of its versatility, economy, and ease of maintenance, it continues to be used successfully around the world. And, when used properly, it is a very durable material.

The promotion of architectural character and quality is a more suitable subject. Good design should be the paramount goal, which in itself should result in the use of high quality durable materials.

That being said, Guelph has a long tradition of restricting the palette of building materials in the Downtown district, but for reasons not necessarily related to durability. According to prominent local historian Gilbert Stelter, a 1946 city bylaw required the use of stone on all facades along Wyndham Street. By that time, so many buildings had facades of local limestone that its common use had become an important contributor to the unique architectural character of Guelph.

The use of 'Guelph formation limestone', or a reasonable facsimile of it, for a significant portion of the facades of all buildings along the primary streets, would be a simple and

effective way to continue in this effort of reinforcing Guelph's unique character. We think that our current council should mandate it, thus following in the tradition of previous councils.

## **8.2 Design Review (pg. 88)**

While we agree that a high level of design quality is very important, we are concerned that the policies of the Plan do not provide sufficient guidance, or the appropriate structure, for a design review process. We are also worried that, where the Plan does offer guidance, it is of a kind that has not been adequately vetted by the broader community, for that purpose.

For example, on page 42, the Plan states 'South of the tracks, new buildings will take a contemporary form...'. It therefore appears that the use of historical styles would not be encouraged, and that the authors are calling for a 'modern' look, whatever that means.

But, on what mandate would Council dictate on matters of architectural style? The citizens of Guelph should be consulted, specifically, before any guidance is offered to any design review panel. To do otherwise would be to act in an inappropriately elitist manner.

Unless structured very carefully, design review committees, and advisory processes, can also cause other unintended and unwanted consequences. One of them is that some developers could be tempted to reduce the amount of time spent on their internal design processes, in order to reserve more time for the design review panel. This could result in reduced design quality.

One way to provide a more appropriate structure for a design review process would be to establish a Development Permit System for parts of, or perhaps the entire Downtown district. The preparatory work required ensures that the public would have adequate opportunity to assess whatever architectural design guidelines might be implemented.

Just as importantly, council would have the option to delegate design approval responsibility to a committee, or to an individual representative. This would make it practical for proponents to involve the city at the early stages of the design process. Genuine city participation in the dialogue between the proponents and the designers would be possible. The city, in this way, could become a functioning part of the design team.

The best design usually comes about when there is both a desire for high quality, and the opportunity for a genuine and developed dialogue between the designer and his/her clients. Design-by-committee rarely, if ever, can successfully replace that formula. We encourage council to explore the Development Permit System option, prior to the establishment of any design review processes.



## CONCLUSION

We hope that our comments are helpful to you, as you grapple with the immense challenge of managing, potentially, explosive urban growth. Our aim is sincere, and intended to aid in the refinement of the Plan, not to frustrate it.

Should council, or any member of staff, including your consultants, wish to discuss any of these observations with us, we would be more than pleased and would try hard to make ourselves available to you.

### Signed by:

	Naomi Lane
Christopher Campbell	Helen Murphy
Wilfred Ferwerda	Charles Nixon
Unto Kihlanki	Paul Ross
David Krupp	Uli Walle

---

cc. Jim Riddell - Director Planning  
Todd Salter - Manager Policy Planning  
Ian Panabaker - Downtown Manager  
David DeGroot - Planner

The Guelph Chamber of Commerce sees the need to have an integrated approach to the development of Guelph's downtown, as discussed in the amended Downtown Secondary Plan. The concepts outlined in the plan need to be tested against what makes business sense to provide creative solutions towards doing something magnificent for the city, and to make it workable for those who are willing to invest in our downtown. Places to Grow mandates aggressive growth targets for our community that can only be reached by thinking big, and looking at new approaches to move us from concept to implementation. We need residential development for tax revenue, more residents, more daytime vibrancy, and the resulting greater business development in our Downtown and around our City.

There are some concerns that items contained in the Secondary Plan would ordinarily appear in zoning or bylaw documents. One example relates to restrictions to footplates or floor space indexes, which limit the amount sites can be developed and therefore limit the possibility of attaining residential goals. Putting height limitations within the Official Plan instead of within bylaws puts a further restriction on development ideas, potentially limiting solutions that could be workable from both financial and aesthetic perspectives. This results in a one size fits all strategy that does not consider the unique contexts of varying neighbourhoods. The Secondary Plan shows some parcels of land being split by access ways, which when combined with setbacks from rail lines make sites unattractive to development. An example of this is the splitting of a development site by extending Surrey Street to leave a development parcel stranded against a railway track which needs 30 meter easements. Developers have commented that no other municipality in Southwestern Ontario is as onerous on restrictions at the Official Plan level. This forces developers to enter a project considering the fastest route to the OMB, a further increased cost to the community.

Guelph is at a critical juncture in having some early successes to be catalysts for future development. Under consideration is a project for developing land adjacent to the Cooperators by Tricar. Tricar has been involved with over \$160m of developments in assessed value for the downtown of London. This has been a significant part of the 59% increase in assessed value in London's downtown since 2002. Apart from the obvious increased tax revenue, this has helped to spur a resurgence of investment in businesses in London's downtown, as well as positive social and economic benefits. Guelph has downtown development as a core goal of the Prosperity 2020 economic development plan. Tricar could help to act as a catalyst for other commercial and high density residential developments that are critical for Guelph to meet its Prosperity 2020 goals adopted by City Council and provincial Places to Grow legislation. The first project proposed is for roughly 300 residents. Places to Grow and Prosperity 2020 are each calling for a combined increase of 6000, from the current 2500 to 8500 people by 2031. The scale of this project is significant, but to put it in perspective, Guelph would need the equivalent of 20 of these projects to meet our minimum goals. It is imperative we set the example on this project to stimulate further development and investment in Guelph's downtown.

The Guelph Chamber of Commerce has met with Tricar and other developers, who would all support Tricar leading a successful development. Tax assessment on the first of two



developments is \$650,000 per year. Combined assessment is \$1.2million. Delays in each project result in a loss of \$54,000 per month in taxes alone, not to mention other economic development benefits. Time lines for these projects, including public consultation and City Council presentations need to be confirmed in order to assess construction schedules for developers. Leaving things open adds a level of uncertainty to all projects. The bar needs to be set for this project to lead the way for other successful developments.

Fusion Homes developing the Kilmer/Woods property is another example of what might be done to improve our residential inventory in the downtown. The Downtown Secondary Plan should not inhibit, but should facilitate the creative use of this space. The combination of floor space index and height limitations for this site could curtail what could be a very exciting project, for the City and one that would enhance public space. Policies need to be flexible to allow for creative solutions instead of imposing limitations at this time.

City staff maintains that the density goals referred to would be attained if every parcel of land was developed as identified on the maps found in Schedules A-D in the Secondary Plan. We believe that it is highly unlikely if not impossible for every parcel to be developed within the time frame identified in Places to Grow and Prosperity 2020. If the 18 storey maximum was achieved on both of Tricar's properties they could be developed to their full potential and assist the City in getting as close to their density targets as possible.

Details within the Secondary Plan documents have been discussed with City planning staff last week and they communicated that the proposed extension of Fountain St is in fact an 'Active Transportation Link' for pedestrian and cycling traffic only and not a road. Furthermore, they indicated that the final location of this 'Active Transportation Link' would be determined through an Urban Design Master Plan for the area and that the Link could be located on the north or south edge of the 'Marsh Tire' site, or not on the site at all. There is an existing walkway to the north of the site between it and the tracks, that would be suitable for pedestrian and bicycle traffic, as well as the Surrey St extension that could be utilized. While this is good news it has still been raised as an issue in a letter to the City regarding the Downtown Secondary Plan as Tricar would like assurances that the final location will not be as is currently shown. One other point related to this proposed 'Active transportation link'; the current link separates the Marsh Tire site and two different height designations have been placed on the resulting 2 'parcels', Tricar will be calling for the entire site to have the same 18 storey height designation.

The Guelph Chamber of Commerce is fully supportive of the Prosperity 2020 plan, and is aware of the need to conform with Places to Grow. We are also cognizant of the fact that in order to successfully achieve these goals, we need to move forward with plans that make good business sense and are feasible for those willing to invest in the betterment of our community. It is important to remember that those companies invest in more than buildings, they support the arts, local businesses and many other aspects of what contribute to making a positive impact in our community.

Guelph, N1E 4T8

November 2, 2011

To: Guelph City Council

I have reviewed the Downtown Guelph Secondary Plan. Overall, it is a positive and forward thinking plan. In particular, making sure that the river is protected and is a focal point and that there is local green space will help to make the area attractive for people living so close to the downtown business area.

I wish to address two areas of concern.

Firstly, I draw your attention to the line on page 8 (26) that states:

**Minimize and mitigate traffic impacts on existing residential neighbourhoods within and surrounding Downtown.**

Thank you for putting this concern directly into the plan. As the number of people increases on the new Arthur Street South (old Woods plant) site and with the proposed 18 story condo on the Co-operators site, the amount of traffic using residential streets on the periphery such as Arthur Street, will increase. I request that measures are put into place before building begins on these sites.

Measures in the recent past have not been adequate. Speed humps that were put in a few years ago on Arthur Street North were designed for collector roads not those for residential streets (such as Dufferin) and therefore have not had the traffic calming that the Allen's Mill Neighbourhood expected. Please have traffic services review this and replace the current speed bumps with the kind that are on Dufferin Street.

Secondly, I am sure that City Council will review the plans for an 18 story development on lower Macdonnell very carefully. Please consider the overall height in relation to the existing buildings and sight lines. At this point, it would seem that a 12 or 14 story building would be more appropriate.

I request that I receive notice of any and all meetings regarding the development of both the Arthur Street and Macdonnell Street sites. I am anticipating that neighbourhood involvement will be sought regarding the proposed development on Macdonnell.

Yours sincerely,

*Leanne Johns*

Leanne Johns





November 2, 2011

Via email: [clerks@guelph.ca](mailto:clerks@guelph.ca)

The Corporation of the City of Guelph  
City Hall  
1 Carden St  
Guelph, ON N1H 3A1

Attention: Tina Agnello, Acting City Clerk

Dear Ms. Agnello:

Re: City of Guelph Downtown Secondary Plan  
150 Wellington St E  
148-152 MacDonell St

Please accept this letter as formal submission of comments regarding the City of Guelph's proposed Downtown Secondary Plan in addition to how it's policies relate to two major downtown parcels owned by Tricar or related companies, known municipally as 150 Wellington St E, and 148-152 Macdonell St.

The Tricar Group is committed to becoming a significant investor in Guelph, particularly in the downtown core. We have committed a significant amount of resources to plan, design, construct and manage the lands noted above. From past experience we know that the only way to revitalize and strengthen a core of any City is by significantly increasing the number of residential suites located within it. Through the development of luxury suites, apartment and condominium living becomes redefined and attractive for the 'empty nesters' and professionals that seek the vibrant, active lifestyle that core living offers. Many of the broad policies and objectives found in the proposed plan will prove extremely beneficial to the downtown core and the City of Guelph as a whole. Many of these policies, in line with the provincially mandated Places to Grow legislation, will help to encourage sustainable development and create a substantial base of residents that will ensure that downtown Guelph becomes a vibrant place in which to live, work, and play for the long term.

Through our review of the Downtown Secondary Plan there are specific policies within the plan that we wish to address.

Regarding 150 Wellington St E, the Proposed Plan provides little justification for the location of the Active Transport Link contained in section 11.1.7.3.9 that is currently shown as bisecting the site. In our opinion this new link may not be justified nor required as there is an existing pedestrian connection immediately north of the site located on City lands. The site is constrained by a minimum 30 meter setback from the railway line to any residential building, therefore if the dissection of the site were to occur as is currently illustrated on Schedules A-D, it would render the lands undevelopable. It is our understanding that the location of the Active Transport Link has the potential to be moved elsewhere on the site or onto adjacent lands (including further south towards Surrey St or to the north of the site where a pedestrian pathway currently exists) and that this will be dealt with through an Urban Design Master Plan for the area. We propose that the Active Transportation Link in the location currently shown on the Schedules A-D of the Downtown Master Plan be removed until the Urban Design Master Plan is completed. Furthermore, although it has been communicated to us by City staff that this is an Active Transportation Link and is intended for pedestrian and bicycle traffic only, section 11.1.4.2.7(a) together with Schedule A still identifies the link as a possible Local Street and does not explicitly state that motor vehicles will in fact be prohibited. Reference to possible local street should be removed.

The Active Transportation Link as currently shown also divides the property into two separate height designations. Again it has been communicated to us by staff that once the final location of the Link is determined through the Urban Design Master Plan process for the area, height designations on the property would also be revisited. In the interim we would propose that both newly created 'parcels' contain an 18 storey height designation. We would be willing to further discuss the creation of an Active Transportation Link on or adjacent to our site provided it does not encumber that functionality of the site as it relates to the construction of a high rise residential development.

In addition to the potential encumbrance of the site due to the proposed Active Transportation Link, there are other sections in the Downtown Secondary Plan that will hinder growth on the parcel located at 150 Wellington St E as well as 148-152 MacDonell St. The Proposed Plan is excessively and unfairly restrictive and contains many provisions and standards more appropriately considered at zoning and/or site plan stage. The plan's overly restrictive and inappropriate measures are contained in section 11.1.7.2.3 (h). The proposed plan is highly prescriptive but provides no technical studies or references to justify policies referencing architectural massing within the context of the downtown or detailed provisions with respect to floor plate sizes and length to width ratio. Further, the Plan's policies have the clear intent to treat residential buildings as more 'sculptural' objects. It fails to recognize that there are critical structural, economic, energy, and social considerations inherent in the design and functioning of residential high rise buildings. The attempt in the Proposed Plan to place limits on floor plate sizes limits the number of units on each floor, and limits the size of units on each floor. The Proposed Plan references no data or studies regarding the needs, preferences, or economic opportunities of the proposed downtown population figures. The Proposed Plan attempts to regulate/control new residential development by prescriptive sculptural standards that have inappropriate and unjustified economic impacts on redevelopment. Such matters, even if justifiable in a planning document, are better addressed at the zoning by-law stage after detailed site research has been conducted.



Section 11.1.7.2.3 (e) sets out a requirement that residential pick-up and drop-off areas as well as lay-bys be located on secondary or local streets as opposed to primary streets. This poses a major problem for our two above noted properties as they are both located on primary streets with no access to secondary or local roads. This section should be amended to read 'where applicable' in order to accommodate situations such as this one.

Section 11.1.7.3.4 (e) requires ground floor heights to be a minimum of 4.5 meters, this can be onerous when dealing with above grade parking structures. Typically in multi leveled parking structures, ramps are located directly above and/ or below the previous level(s) ramp. There is a direct correlation between the length of the ramp and the height of the floors. For example, by increasing a typical parking garage floor height from 3.0 meters to 4.5 meters, an additional 14 meters of length to the ramp is required. As stated previously, significant design challenges and inefficiencies will be created due to the arrangement of multilevel structures. The appearance of a higher ground floor can be achieved through various architectural design and façade features, rather than applying a general requirement to alter the actual interior floor height.

Section 11.1.7.3.6 states buildings within Mixed Use 1 shall have a substantial step back above the fourth storey. In the development of both projects it is our intent to work within this guideline as much as reasonably possible; however certain portions of the structure may require the façade to be continuous from the base to the top of the building. In the design of high rise structures, a simple offset of 3-6 meters can negatively impact mechanical, plumbing, electrical and fire protection services which run from the top to the base, alter the location or function of stair and elevator cores, as well, introduce structural implications for transferring loads of the residential structure above a parking structure. The secondary plan should leave some flexibility for staff to understand the merit of reducing the required set back at certain sections of the buildings façade.

The Tricar Group is committed to working collaboratively with the City of Guelph to achieve its goal of bringing more residents and businesses into the downtown through proper planning and implementation. Please do not hesitate to contact the undersigned if you wish to meet in person to further discuss these comments.

Regards,

A handwritten signature in black ink, appearing to be 'Joe Carapella', written over a white background.

Joe Carapella  
President, The Tricar Group



**ZELINKA PRIAMO LTD**  
*A Professional Planning Practice*

**VIA EMAIL & COURIER**

November 2, 2011

City of Guelph  
 Community and Development Services  
 1 Carden Street  
 Guelph, ON  
 N1H 3A1

Attention: Mr. Jim Riddell, MCIP, RPP  
 Director, Community Design & Development Services

Dear Sir:

**Re: Draft Downtown Secondary Plan**

---

As you are aware, the Tricar Group is the owner of 150 Wellington Street in the City of Guelph. This property on Wellington Street located at the eastern end of Fountain Street represents the majority of land identified as the Wellington/Neeva Area on Schedule 'C' Land Use of Draft Downtown Secondary Plan. The northern edge of these lands is adjacent to the CNR Main Lines.

While the Proposed Secondary Plan contains many bold initiatives, the extension of Fountain Street taken in combination with the Draft Secondary Plan's policies for Land Use and Built Form and the required 30m setback from the CNR Main Lines, will eliminate the potential development of high-density residential uses on the Tricar Group's lands.

### **1. The Extension of Fountain Street**

The extension of Fountain Street proposed in Section 11.1.4.2.7 of the Draft Secondary Plan is shown on all of the schedules to the Draft Secondary Plan (Schedule A, B, C, and D).

*"The new potential streets and laneways shown in Schedule A are conceptual; their location and alignment may be modified without amendment to this plan, provided the general intent of the plan is satisfied. Modifications may also be further addressed through the completion of an Urban Design Master Plan where applicable. The purpose is to create a street network with urban block sizes that support the use of active transportation. As identified in Schedule A, the following potential new Local Streets are planned Downtown.*



- a) The direct and logical connection of Fountain Street to Wellington Street by way of a Local Street or by way of an active transportation link."*

Although Section 11.1.4.2.7 proposes that modifications may be made to the alignment of potential new streets and lanes, the language of clause a) is very specific and the implications of providing an active transportation link, are unclear since active transportation link is not a term used in the City of Guelph Official Plan. Table 1 of the Draft Secondary Plan shows the rights-of-way width of a Local Street to be 18m+. The Draft Secondary Plan also identifies these lands as a strategic location for significant building height. However, the extension of Fountain Street would consume developable land and arbitrarily divide the Tricar Group's lands into two smaller parcels, rendering the lands undevelopable for high-density residential uses. The northern part of what would be two smaller parcels of land is further constrained by the required 30m setback from the CNR Main Lines.

The proposed extension of Fountain Street is graphically identified on all schedules to the Draft Secondary Plan (Schedules A, B, C, and D) with the notation "Potential Local Street or Active Transportation Link" while, at the same time, the common base drawing for all schedules shows the extension of Fountain Street as a local municipal street in the same graphic fashion as all existing streets in the Draft Secondary Plan area. This depiction of the extension of Fountain Street takes on specific importance in Schedule "C" Land Use Plan where the street extension is clearly shown as an existing street and is used to draw a spatial separation between land use designations on the Tricar Group lands. In a similar and co-ordinated fashion, Schedule "D" Minimum and Maximum Building Heights shows the street extension and uses it to spatially separate the height ranges of 3-6 storeys from 6-18 storeys. To maintain flexibility for the development of these lands the division/spatial separation of land uses and building heights need not be tied to presence of a Local Street in the Draft Secondary Plan's Schedules. To maintain flexibility for the development of these strategically placed lands and to preserve the conceptual nature of a potential pedestrian connection from Fountain Street to Wellington Street, the street extension should be removed from the base drawing underlying the schedules attached to the Draft Secondary Plan.

## **2. Land Use and Built Form**

Section 11.1.7.2.3 of the Draft Secondary Plan proposes additional built form policies that are to apply to all of the Downtown.

- "e) Residential pick-up and drop-off areas and lay-bys should be located on Secondary or Local streets and/or Laneways, and not on Primary streets."*

This prohibition against access to pick-up and drop-off areas on Primary streets may not be applicable to all locations and may produce constraints, limiting appropriate interaction between buildings and streetscapes.

- "h) The massing and articulation of buildings taller than six storeys shall moderate their perceived mass and shadow impacts, provide appropriate transitions to areas with lower permitted heights, and contribute to a varied skyline in which the Church of Our Lady is most prominent. Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the*

*floorplates of floors above the eighth storey, where permitted, generally be a maximum of 1000 square metres and should not exceed a length to width ratio of 1.5:1."*

These blanket controls on the size and distribution of floor area risk treating buildings as sculptural objects within the landscape and may not reflect site constraints or economic viability of specific sites. The size of a floorplate limits the number of units on each floor and/or limits the size of units on each floor. The number of units per floor can negatively affect such areas as construction costs, ongoing energy consumption, building maintenance costs, and overall economic viability. The determination of unit size and location is also influenced by local/regional construction practices, land values, population demographics, and local market preferences. These proposed policies were first introduced in the Downtown Guelph Secondary Plan Study and were not at that time supported by research regarding site constraints, or the needs, preferences, and economic opportunities of the projected Downtown population.

Section 11.1.7.3.4 proposes on *"key streets, active frontages will be achieved to reinforce the role of these streets or portions of streets as commercial, pedestrian-oriented, urban streetscapes. The following shall apply to development on properties where active frontage is required, as identified in Schedule C:*

- e) Ground floor heights will generally be a minimum of approximately 4.5 metres floor to floor, and windows shall correspond appropriately to the height of ground floors. Generally, a large proportion of the street-facing ground floor wall of a new mixed-use building shall be glazed."*

The scope of this policy does not recognize the potential design complexity of mixed-use buildings that often have to resolve a number of issues related to floor to floor height, such as the integration of interior enclosed parking structures. In order to provide flexibility for the design of larger complex mixed-use buildings, controls of this nature may best be addressed through the zoning.

Section 11.1.7.3.6, proposes policies for the massing of buildings in Mixed Use 1 areas such that:

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

In many respects the ability of a building to shift or terrace its massing is conditional on the resolution of competing demands arising from its functional program, structural system, and site constraints. Depending on the specific materials and architectural design of a building a stepping back of much less than 3 metres may more than meet the objectives to respect the historic character of the Downtown and ensure pedestrian-scale. This policy places too much reliance on the ability of massing to address these issues and may preclude or dissuade superior design solution in some circumstances.



The Tricar Group is committed to continuing to work collaboratively with City staff regarding the development of their lands. We would be pleased to meet with you to discuss our comments further. Should you have any questions, or require further information, please do not hesitate to call.

Yours very truly,

**ZELINKA PRIAMO LTD.**

A handwritten signature in black ink, appearing to read 'M. Hannay', with a stylized flourish at the end.

Michael C. Hannay B.E.S., B.Arch., MRAIC, MCIP, LEED® AP BD+C

cc. Ms. Tina Agnello – City Clerk, City of Guelph  
Mr. Chris Leigh – Tricar Group (EMAIL ONLY)  
Mr. Alan Patton – Patton Cormier & Associates (EMAIL ONLY)

**David deGroot**

---

**From:** Jamie Ferguson  
**Sent:** November 4, 2011 12:09 PM  
**To:** ClerksDept  
**Cc:** David deGroot  
**Subject:** OPA 43

Good afternoon Tina,

We note that our comments from our letter issued May 2011 have been addressed with the current document. At this time we have not further comments. Please keep us notified of OPA 43.

Sincerely,  
Jamie

**Jamie Ferguson B.Sc. (Agr.), M.Sc.**  
Resource Planner  
Grand River Conservation Authority  
400 Clyde Road, Box 729  
Cambridge, Ontario N1R 5W6  
Tel: 519.621.2763 x2238  
Fax: 519.621.4945  
[www.grandriver.ca](http://www.grandriver.ca)



From: Dave Sills  
Sent: November 6, 2011 7:51 AM  
To: Mayors Office; Gloria Kovach; Maggie Laidlaw; Bob Bell; Jim Furfaro;  
Andy VanHellemond; Ian Findlay; June Hofland; Cam Guthrie; Leanne Piper;  
Lise Burcher; Todd Dennis; Karl Wettstein  
Subject: Downtown Guelph Secondary Plan

Hello Mayor and Councillors,

Re the Downtown Guelph Secondary Plan, I am very much in favour of the idea of creating unbroken green space along the Speed River.

However, I am very much against high-rise buildings in the downtown area. I think the tallest building should be no more than 12 stories, even in low areas.

But the emphasis should be on human-scale buildings of 6 stories or less. There is more than enough space downtown to get the desired density without resorting to 18-story high-rise buildings that will destroy the character of our unique downtown.

Sincerely,

Dave Sills

RECEIVED  
NOV -7 2011  
CITY CLERK'S OFFICE



# G. E. NASH LIMITED

*Established 1920*

544 Niagara Street, Welland, Ontario L3C 1L8

Tel. 905-788-5070

Mailing Address: P.O. Box 457, Welland, Ontario L3B 5R2

Fax. 905-788-2661

November 7, 2011.

Madam Mayor, Counsellors and City Staff.

RECEIVED  
NOV - 7 2011  
CITY CLERK'S OFFICE

Re: OPA 43 (Draft) - 110 Gordon St., Guelph Ont.

I would first like to comment that OPA 43 is a draft document of some 222 pages and a document that I think took a number of years to create. I think it only fair that the registered owner of an affected property be given proper and adequate notification to review the document in its entirety especially as there is an implication of expropriation, whether in whole or in part. G.E. Nash Limited as the registered owner of 110 Gordon St. for some 57 years, was only made aware of the document and the Public Meeting on November 2, 2011 and as a result has not had the time nor the resources to review the impact of such an amendment with City Staff, the Guelph Animal Hospital as tenant, Legal Council, Independent Planning Consultants or Accredited Appraisers as to the physical and economic impact of such changes.

There is no doubt that the implementation of OPA 43 will have a devastating economic impact on 110 Gordon St. and that has already commenced even with its proposal. The possibility of future tenants has been reduced by way of the reduction in uses and the inability of the landlord to offer any long term tenancy. As a result G.E. Nash Limited will no longer be able to achieve the highest and best rents because of such changes, restrictions and reduced uses. The implementation of OPA 43 puts the existing tenancy of the Guelph Animal Hospital in jeopardy as they cannot now be assured of any long term tenancy (an essential element to the clinic), nor, with diminishing possibility will they be able to find a new location of equal accessibility, exposure and prominence. And if it is the decision of the Animal Hospital to vacate at the end of their current term, which will be solely due to OPA 43, I might add, it is without doubt that the only new tenants available for 110 Gordon St., would be of inferior quality, for short term, and of markedly reduced rents.

Evidence that G.E. Nash Limited will not be able to provide any tenant with any meaningful long term tenancy is embodied in paragraph 11.1.7.10.5 "...which may continue to function in their existing capacity into the latter half of the planning period..." This section on page 41 supports the immediate commencement in devaluing the market value of 110 Gordon St. and surrounding properties, and reduces the effective rents any landlord can expect to receive.

While I haven't read the entire document, I could not find where a proforma was undertaken and created to best understand the enormous economic impact on the City of Guelph and its citizens. I would think that there would have to be compensation allotted to landlords and tenants alike.

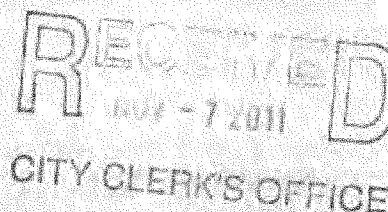
If I were to ask you to put yourself in the position as owner or tenant of 110 Gordon St., or of those in the immediate affected area for that matter, could you honestly say that OPA 43 is in your personal best interests?

Therefore, on behalf of G.E. Nash Limited, I must strenuously object to the implementation of OPA 43 and its depreciating effect on 110 Gordon St.

Yours Sincerely,

David A. Nash  
Secretary & Treasurer  
G.E. Nash Limited





November 7<sup>th</sup> 2011

Madame Mayor and Council Members:

**We have the following comments on the proposed OPA Amendment Proposed Official Plan Amendment 43: Downtown Guelph Secondary Plan.**

We are most concerned about the quality of life of the existing and future downtown residents and workers.

We believe strongly that the proposed amounts of green space in the proposed OPA are inadequate for the following reasons:

1. The existing parkland in the downtown is already below the 5% parkland dedication at 1 hectare per 400 people. Therefore the downtown is already below the Planning Act requirements.
2. One only has to look at the aerial views of the downtown to see how little green space exists. Historically there were more street trees in the 1930's and 40's than exist in the downtown today. Council has approved money to private downtown building owners to fix up facades but, excluding the new civic square, little improvements to the existing public streetscapes has occurred. Many trees are in poor condition, other healthy mature trees have been logged or damaged during road reconstruction and some streets have few trees. We suggest that the city fix up the existing streetscapes by planting more trees in the immediate future rather than rely on some long term future vision.
3. We do not believe that the proposed tree lined streets and Future Park at Wellington and Gordon will be adequate to moderate the heat island effect and air pollution that will result from the proposed density in the OPA. Let us be proactive and not make the same mistakes of other cities and plan for more green space now.
4. Linear parks are OK for walkers and bikers but where is the active portion for sports in downtown?
5. Provision needs to be made for a community garden where people can grow vegetables and flowers. There should be some provision for a dog park. People in condos have dogs. Does the city expect the dogs to defecate along the tree lined streets or on the sidewalks? That is what is happening in other high density downtowns where no provision was made for dogs in the park plans.

Laura and Dennis Murr



November 7, 2011

RECEIVED  
NOV - 7 2011  
CITY CLERK'S OFFICE

City of Guelph  
1 Carden Street  
Guelph, Ontario  
N1H 3A1

Attention: Todd Salter / Manager of Policy Planning

Re: Downtown Secondary Plan & 71 Wyndham Street South Site

Dear Mr. Salter:

We would like to offer the following comments and concerns with the current draft of the Downtown Secondary Plan as it relates in general to achieving the density goals for the entire study area and some comments specifically related to the future development potential of our +-1 acre river front development site at 71 Wyndham Street South.

**Height Restriction on 71 Wyndham Street South Site:**

The current draft plan shows a proposed maximum of only 6 stories. We believe that for the broader goals of achieving the growth anticipated for this area that sites such as these need to be maximized where practical. There are few potential sites with this footprint available in the whole study area let alone ones that lend themselves to an obvious residential use. We propose that a 12 storey maximum be applied to this site so it can achieve its density potential.

**Foot Print Restrictions:**

We believe this requirement will frustrate the few potential sites within the downtown from achieving their logical density. As there are only likely a hand full of sites that may have an ability to exceed this foot printing, we suggest that this matter be dealt with on a site specific basis and regulated through zoning rules, not official plan policy.

**Conversion of entire Wellington Street Commercial Plazas to Parkland:**

We believe this goal to be unachievable without severe financial implications to the economic model of how many of the infrastructure and public expenditures contemplated under the plan will be paid for.

Creating significant parkland within the zone is not a readily achievable goal however improving access to existing parkland, particular for the emerging neighbourhood in and around the Wellington Street corridor, is. We suggest that only the most eastern area of this site be



acquired to provide a visual connection to the river and that the balance of commercially zoned lands be reclassified as higher density commercial uses with site plan requirements that would maintain a green space and possible trail connection along this river corridor. This would provide an economical link to the significant park assets that exist only a couple of hundred meters away, i.e., York Road Park, Royal City Park and possible enhancements to the Lawn Bowling site and adjacent parking lot fronting the covered bridge.

This vehicular corridor (still maintaining its link for Highway 7 as it passes through Guelph) will for decades to come remain most viable as the service commercial uses it currently hosts. By removing these uses will require replanting of this commercial activity within the immediate area and we believe it is best situated as currently exists. The higher density buildings proposed would be better mapped to occur on the secondary streets and properties one block in behind this commercial strip.

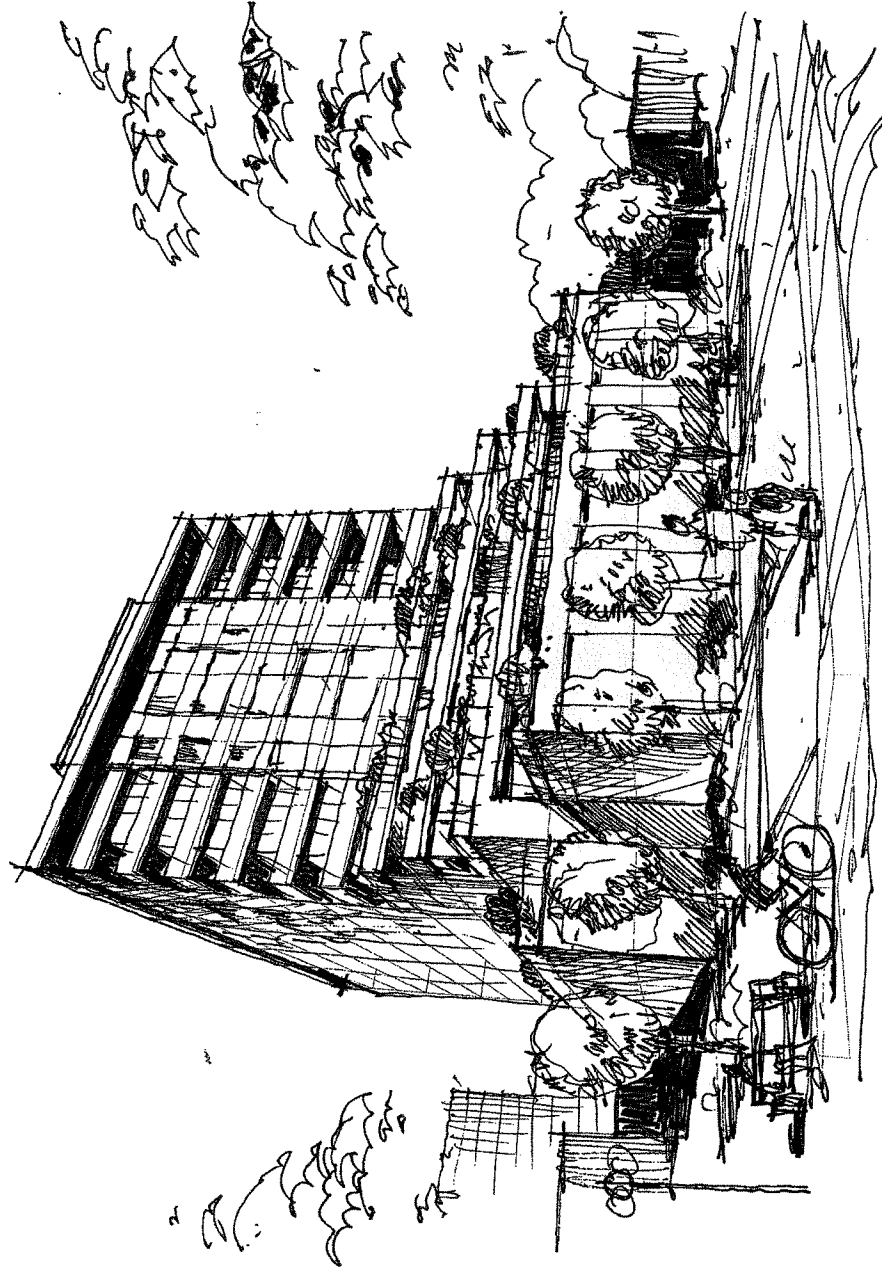
We look forward to our next opportunity for input to help evolve a plan that benefits the entire City and put policies and guidelines in place that make the entirety of the Plan achievable.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tom Lammer', with a long horizontal flourish extending to the right.

Tom Lammer  
Rykur Holdings Inc.





## Lammer Developments

**Roth Knibb Architects Inc.**  
888 Queen Street West, Toronto ON M6J 1G3 Telephone 416.536.2118

## Preliminary Design Proposal

71 Wyndham Street South  
September 21, 2011

## Perspective

Scale: N/A  
Page 1 of 4

## Data

### Parking Ratio:

Upper Parking 67 spaces  
 Lower Parking 39 spaces  
 Total Parking 126 spaces

Proposed Units  
 Ground Floor 0 units  
 Floors 2 to 11 (10 on 10 floors) 100 units  
 Total units 100 units  
 Parking Ratio 1.25 spaces /unit

### Gross Floor Areas:

Lower Parking 22,800 sf  
 Upper Parking (@Ground Floor) 20,236 sf

Ground  
 - habitable 2,564 sf  
 - terraces 6,450 sq.ft.

Second fl. units  
 - including balconies 17,850 sf  
 - terraces 850 sq.ft.

Third fl. units  
 - including balconies 15,480 sf  
 - terraces 850 sq.ft.

Fourth fl. units  
 - terraces 850 sq.ft.

Fifth to Eleventh - 7 Typical Floors @ 12,900 sq.ft. 90,300 sf

Total Gross Floor Area above parking 128,194 sf (11,723 sq.m.)

### Open Space:

Site Area 41,137 sf  
 Building Area including parking deck at ground 22,790 sf  
 Open Space 18,347 sf - 44.6%  
 Open Space including Roof Terraces at 2nd, 3rd, 4th 28,497 sf - 64%

### OBC Requirements:

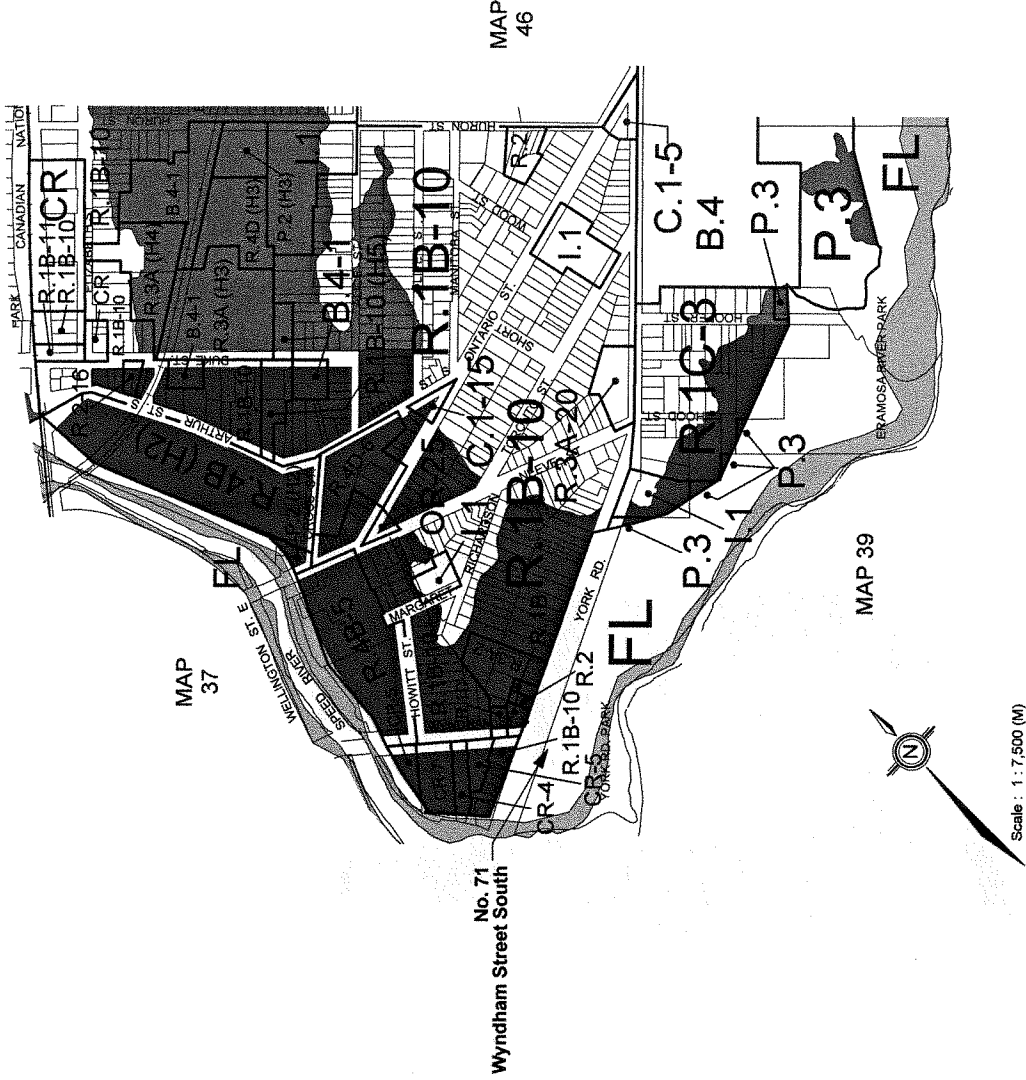
Part 3 - 3.2.2.4.2. Group C, Any Height, Any Area  
 Unprotected Opening Limits non-sprinklered:  
 based on building face per floor of 158.9 sq.m. & 12:1 ratio  
 North Wall Distance = 7.9m  
 Maximum allowable openings north = 55% +/-  
 South Wall Distance = 10.4m  
 Maximum allowable openings south = 79 % +/-

## Zoning Legend

LANDS WITHIN THE FLOOD FRINGE (See Section 12.3)

LANDS WITHIN THE SPECIAL POLICY AREA  
 (See Section 12.4)

LANDS WITH ONE OF THE FOLLOWING : LOCALLY SIGNIFICANT WETLANDS,  
 SIGNIFICANT WOOD LOTS, NATURAL CORRIDOR, OR LINKAGE (See Section 13.4)



No. 71  
 Wyndham Street South

MAP  
 46

MAP 39

Scale : 1 : 7,500 (M)

## Lammer Developments

Roth Knibb Architects Inc.  
 585 Queen Street West, Toronto ON M6J 1G3 Telephone 416.536.2118

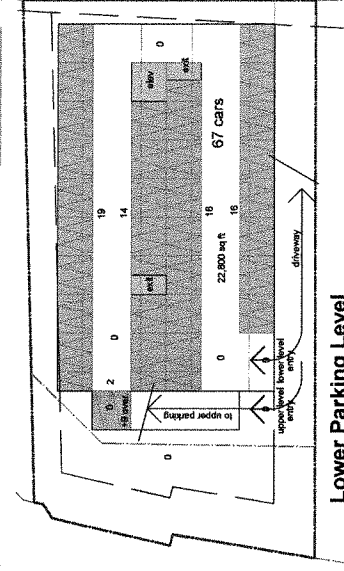
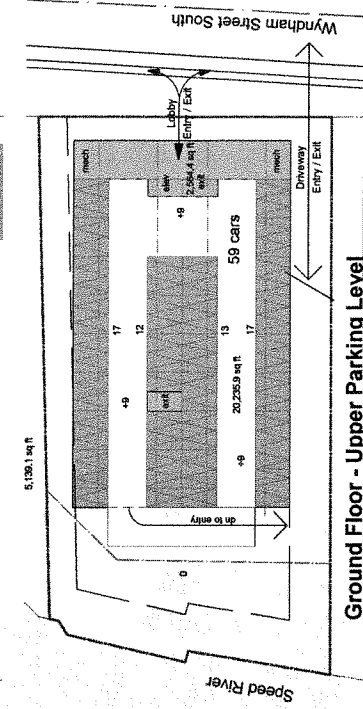
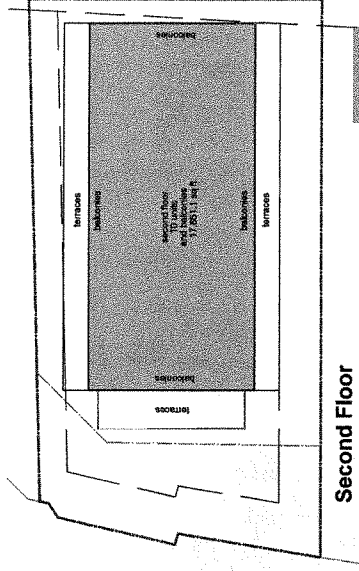
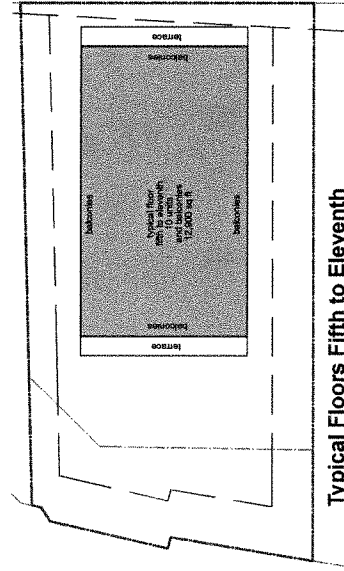
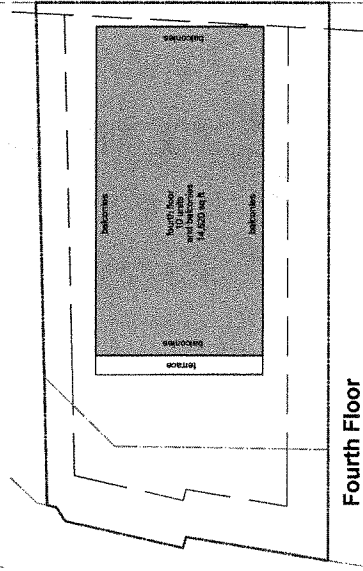
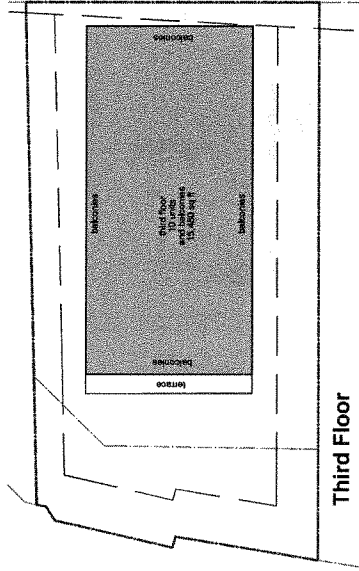
## Preliminary Design Proposal

71 Wyndham Street South  
 September 21, 2011

## Zoning Map and Data

Scale: 1:7,500  
 Page 2 of 4





# Lammer Developments

## Preliminary Design Proposal

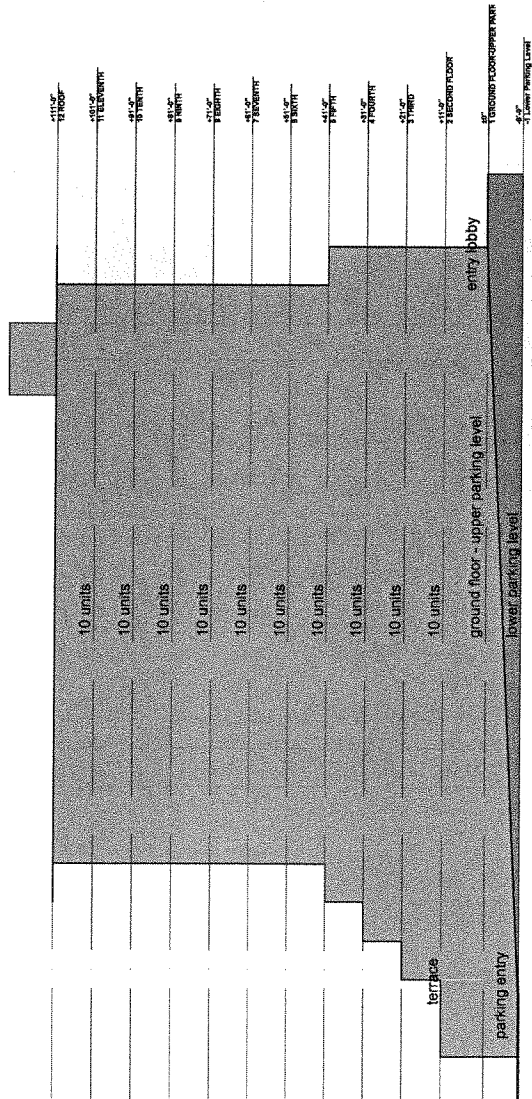
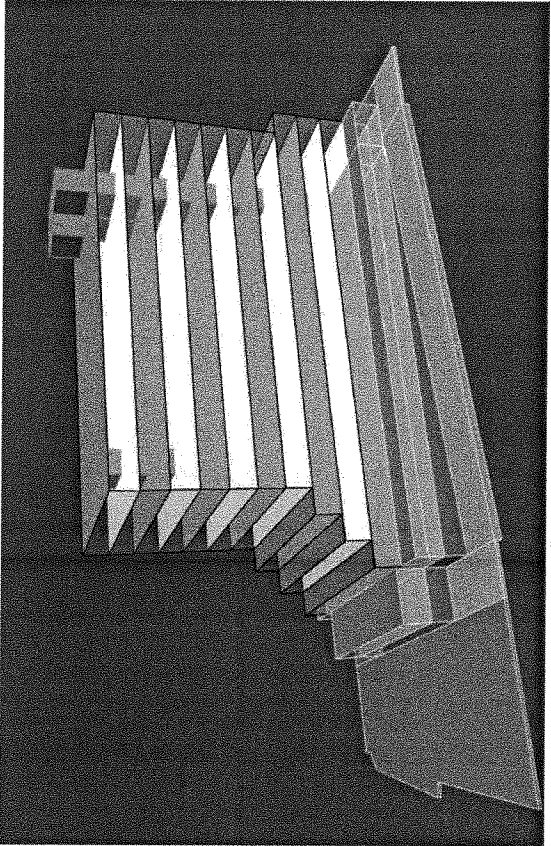
## Floor Plans

71 Wyndham Street South  
September 21, 2011

Scale: 1:750  
Page 3 of 4

**Roth Knibb Architects Inc.**  
888 Queen Street West, Toronto ON M6J 1G3 Telephone 416.536.2118





# Lammer Developments

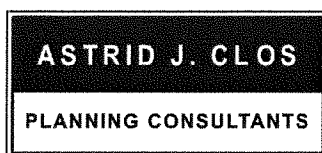
**Roth Knibb Architects Inc.**  
 888 Queen Street West, Toronto ON M6J 1G3 Telephone 416.538.2118

## Preliminary Design Proposal

71 Wyndham Street South  
 September 21, 2011

## Section and Massing Model





January 19, 2012

Project No. 0910

Guelph City Hall  
1 Carden Street  
Guelph, Ontario  
N1H 3A1

Attention: David de Groot, MEDS, RPP, MCIP, Urban Designer

**Re: Official Plan Amendment 43 (Downtown Secondary Plan)  
Rykur Holdings Inc.  
71 Wyndham Street South**

I am the planning consulting for Rykur Holdings Inc. for the property located at 71 Wyndham Street South. Thank you for your letter dated December 19, 2011 provided to the attention of Tom Lammer requesting further information by January 20, 2012 for this proposal. Your letter requested information regarding, *"the rationale for increasing the building height such as the general concept demonstrating how the building could fit on the site within the neighbourhood context and how it could be consistent with the overall proposed principles, objectives and built directions of the Downtown Secondary Plan."* This submission is intended to address your request.

#### **Guelph Official Plan November 2006 Consolidation**

In the City of Guelph's existing Official Plan, 71 Wyndham Street South is designated as "General Residential." The "General Residential" designation permits all forms of residential development. The existing Official Plan includes compatibility criteria but does not include height restrictions or floor plate restrictions. These are properly regulated in the Zoning By-law. I note that the 10 storey apartment building located at 60 Wyndham Street, which is located in proximity to the subject property, is also designated "General Residential."

Section 7.4, Objective c) of the Official Plan, is to *"to promote the continued economic viability, intensification and revitalization of the Downtown."* It is important that the Downtown Secondary Plan not impose constraints which make it more difficult for the downtown to thrive.

423 Woolwich Street, Suite 201, Guelph, Ontario, N1H 3X3  
Phone (519) 836-7526 Fax (519) 836-9568 Email [astrid.clos@ajcplanning.ca](mailto:astrid.clos@ajcplanning.ca)

---

### **Preliminary Design Proposal**

Please find a Preliminary Design Proposal for the property, prepared by Roth Knibb Architects Inc., enclosed. The proposal for 71 Wyndham Street South is for a 12 storey residential building with a conceptual range of 85 to 100 residential units. A two level parking structure, both underground and above ground, is included in this proposal. The design of the residential building has its main entrance oriented to the street. The building is less than 40m in length and does not have a long frontage along the public street. The proposed building addresses the river by proposing a terrace along the Speed River. A new linear pedestrian trail along the river's edge will be created by the redevelopment of this site.

### **Proposed Downtown Secondary Plan OPA No. 43**

The Draft Secondary Plan proposes a height restriction of 3 to 6 storeys for 71 Wyndham Street South.

In Schedule C – Land Use Plan of the Draft Official Plan Amendment 43, 71 Wyndham Street South is proposed to be designated as “Mixed Use 1” and on Schedule D – Minimum and Maximum Building Heights as 3-6 storeys. We are hereby requesting that the designation in Schedule C be “**Residential 2**” and on Schedule D the minimum and maximum Building Height be **4 -12 storeys**.

Section 2.4.6.1 of the Official Plan targets a minimum density of 150 people and jobs per hectare by 2031. The subject property is owned by a local developer who has the expertise and ability to assist the City in meeting this target. An important goal of the Official Plan is to protect heritage buildings. The subject property does not contain any heritage buildings and is available for redevelopment. An additional goal of the Official Plan is to increase connectivity in the open space linkages along the Speed River. The redevelopment of this site will provide an important trail linkage along the Speed River. The subject property is not located in a “Protected public view corridor” and is therefore an ideal site for a taller building. The policies of the Downtown Secondary Plan should permit and encourage the positive intensification proposed for this property.

### **Vision**

The proposed Vision of the Downtown Secondary Plan is that, “*By 2031, Downtown Guelph will have developed beyond its historical pattern into a distinct urban centre that is Guelph’s showcase for high-density, sustainable living.*” The restrictive building heights proposed for the subject property of 3 to 6 storeys will not permit 71 Wyndham South to be part of the achieving this vision.



The Downtown Secondary Plan, Vision includes, *"In the historic heart of the Downtown, the existing character will have been enhanced, and taller buildings will have been strategically located at the periphery, where they have minimal direct impacts on existing neighbourhoods."* The subject property is not located in the historic heart of the Downtown where the existing character is to be enhanced. The subject site is strategically located at the periphery of the Downtown where an adjacent land use is an existing 10 storey apartment building and taller buildings are anticipated to be located. Redevelopment of the subject property will have minimal direct impacts on the existing neighbourhood.

### **Principles**

An important objective in the Downtown Secondary Plan is to *"conserve significant heritage structures"*. The subject property does not contain any significant heritage structures, unlike many other properties located in the Downtown, and is therefore available to be redeveloped and assist the City in meeting its population and density targets.

Principle 2 of the Downtown Secondary Plan determines that, *"More people living in the Downtown will be critical to adding and maintaining economic vitality and creating a vibrant place to live."* The owner of this property would like to assist the City by bringing more residents to the Downtown to add to its economic vitality. The proposed restrictive building height will not permit this to happen.

A target of **8,500 people living in the Downtown by 2031** has been established in the Downtown Secondary Plan. A number of the properties located in the downtown have higher land values as existing commercial uses, require assembly with additional parcels, are owned by a public body, are contaminated, contain heritage buildings or are located in a protected public view corridor. These properties are either not available for residential redevelopment or will be very difficult to develop for this purpose. 71 Wyndham South is a site that has none of these constraints and is available to be redeveloped if the City will increase the maximum building height to 12 storeys.

One of the Principles in the Downtown Secondary Plan is to *"Reconnect with the River"*. The subject property is located on the Speed River, proposes a terrace along the river which will address the river, and will establish a linear pedestrian connection along the river's edge. The redevelopment of the subject property will help establish a continuous riverfront recreation trail.

Principle 8 is to *"Build Beautifully."* The owner of this property has received 3 Urban Design Awards for projects completed within the City of Guelph. He has retained a respected architect to assist him with this project and is committed to working with the City to ensure that the new building becomes part of the Downtown's high quality urban environment.

The Economic Development policy of the Downtown Secondary Plan 11.1.3.2.1 states that the *“City will promote Downtown as a focal point for private investment.”* Private investment in the Downtown can be promoted by providing a positive policy framework which allows experienced local developers to invest in the Downtown.

Section 11.1.3.2.5 states that, *“the City will continue to review its regulating tools and processes and identify opportunities to promote, facilitate and support the economic vitality of Downtown.”* The City could promote, facilitate and support the economic vitality of Downtown by not imposing building height restrictions and floor plate restrictions in the Downtown Secondary Plan which will not allow downtown properties to be redeveloped.

In section 11.1.4.2.2 of the Downtown Secondary Plan, Primary Streets are identified and listed. The Primary Streets listed in this section do not include Wyndham Street South however, in Schedule “A” to the Downtown Secondary Plan; Wyndham Street South appears to be identified as a Primary Street. This is quite possibly a mapping error which should be corrected. Wyndham Street South should more appropriately be identified as a Secondary Street similar to Neeve Street. (this change should be reflected in Schedule “A”, Table 1 and section 11.1.4.2.4 of the Downtown Secondary Plan)

11.1.4.4.4 *“All apartment buildings shall include secure, indoor private bicycle parking and storage facilities.”* The proposed apartment building for 71 Wyndham Street South will include secure indoor parking and storage facilities.

In section 11.1.7 of the Downtown Secondary Plan is states that, *“In the core of downtown, most blocks will have a mix of uses, and on key streets, buildings must be mixed-use, with active commercial uses on the ground floor and other uses on the upper floor.”* Key streets should not include Secondary Streets. Secondary Streets do not have the traffic and pedestrian volumes to sustain healthy commercial uses. In addition, the established and historic commercial areas should be strengthened by the Downtown Secondary Plan not eroded by them. The objectives refer to *“reinforcing (upper) Wyndham Street, MacDonell Street and Quebec Street as Downtown’s main commercial streets while encouraging retail establishments in other areas as well.”* How can this policy reinforce the Downtown’s main commercial streets?

Schedule D of the Downtown Secondary Plan identifies “Protected public view corridors” where taller buildings will not be permitted to be located. The 71 Wyndham Street South property is not located within a “Protected public view corridor.” The site is therefore presumably available to accommodate a taller building.

Section 11.1.7.2.3 h) *“Generally, the maximum floorplate of any floor above the sixth storey, where permitted, shall be 1,200 square metres. Furthermore, the floorplates of floors of floors above the eighth storey, where permitted, generally be a maximum of*



*1,000 square metres and should not exceed a length to width ratio of 1.5:1.” These regulations are more properly included in a zoning by-law and should be removed from the Downtown Secondary Plan. Will an Official Plan Amendment be required for proposals which to not conform with these strict regulations?*

*11.1.7.2.4 c) “parking for apartment dwellings, including visitor parking, generally shall be located in underground or above-ground structures...” The proposal prepared by Roth Knibb Architects Inc. proposes a two level parking structure with both underground and above-ground levels and access from the rear of the property, where the site elevation is lower, and is not from the public street.*

*11.1.7.2.4 e) “generally no parking shall be permitted between the front of the building and the street to help create pedestrian-friendly streetscapes.” The proposal for the subject property has no parking spaces between the building and the street.*

The subject property should be identified as a “Residential 2” Area on Schedule C of the Downtown Secondary Plan. Section 11.1.7.8.1 identifies “Residential 2” Areas as *“those areas within Downtown where, based on location, size and configuration of properties, high density forms of housing are appropriate.”* The 71 Wyndham South site has a location, size and configuration appropriate for a high density form of housing.

*11.1.7.8.3 “In addition to the general policies of Section 11.1 7.2 of the Downtown Secondary Plan, the following built form policies shall apply to development in Residential 2 areas:*

- a) Buildings shall be massed to minimize as much as is practical the extent and duration of shadows on parks, adjacent residential uses, other public open space, private amenity space and retail streets in the spring, summer and fall.*
- b) Where buildings greater than 6 storeys are permitted, the portion of a building above the sixth storey shall be substantially stepped back, generally greater than 3 metres from the edge of the building fronting a public street or park.*
- c) All buildings should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.*
- d) Apartment buildings shall generally be limited in length, generally to not more than 60metres long, and blocks of townhouses shall generally not be more than 40 metres long.*
- e) Apartment buildings in Residential 2 Areas shall generally incorporate 1-2 storey grade-related units (e.g. townhouses).”*

The Preliminary Design Proposal prepared by Roth Knibb Architects Inc. for 71 Wyndham Street South proposes the building mass along the street in a location to minimize the shadows on the Speed River public open space. The design of the proposed building is stepped back. The main entrance to the building is at street level and facing onto the street. There will not be a blank façade facing onto the public street. The apartment building will be less than 40 metres long along the public street.

**Requested Changes to the Downtown Secondary Plan**

In summary, we are respectfully requesting that the following changes be made to the Downtown Secondary Plan as it relates to 71 Wyndham Street South;

1. On Schedule A, Wyndham Street South should be identified as a "Secondary Street" not a "Primary Street." (this change should also be reflected in Table 1 and section 11.1.4.2.4 of the Downtown Secondary Plan)
2. On Schedule C, the subject property should be identified as "Residential 2" not "Mixed Use 1".
3. On Schedule D the subject property should be identified with a Minimum and Maximum Building Height of "4 - 12 storeys" not "3 – 6 storeys."
4. Section 11.1.7.2.3 h) references to floorplates should be removed from the Downtown Secondary Plan.

We appreciate the opportunity to provide these comments with respect to the Downtown Secondary Plan. We would be pleased to meet you on site at 71 Wyndham Street South to discuss these comments further. We look forward to reviewing the revised Downtown Secondary Plan.

Yours truly,



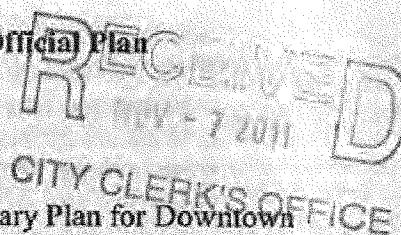
Astrid Clos, RPP, MCIP

cc: Jim Riddell, General Manager, Planning and Building Services  
Todd Salter, Manager of Policy Planning and Urban Design  
Tom Lammer, Rykur Holdings Inc.

Enclosure: Preliminary Design Proposal, prepared by Roth Knibb Architects Inc.  
(0910.Downtown Secondary Plan.doc)

**Submission to City Council November 7 2011 Regarding Proposed Official Plan  
Amendment 43: Downtown Guelph Secondary Plan**

**Submitted by Hugh Whiteley**



I congratulate City Council on taking the initiative to form a new Secondary Plan for Downtown Guelph. Staff has worked both hard and effectively in bringing together a plan that is based on sound planning principles and has content appropriate to the context of Downtown Guelph and the goal of a sustainable community.

I am particularly pleased to see that the decision by Guelph City Council in 1993 to direct staff to use the River System Management Plan as "a guide in the preparation of plans for future City activities in the river corridors" is still in force. With regard to the portions of the draft Secondary Plan for Downtown that directly bear on the river corridors I observe that the Secondary Plan does a very good job of embodying the principles and recommendations of the RSMP.

The two new riverside parks that are included in the Secondary Plan are of great importance and are the most important fulfillment of the RSMP vision. I note that this policy of riverside park augmentation is not a new policy for Guelph. The expansion of parkland in the Goldie Mill area along the Speed, now almost completed, has made a large and beneficial difference to the river corridor in this section. When the ARMCO property on George Street is redeveloped the same policy of park enlargement will bring similar benefits to this reach.

I have the following suggestions for consideration in the next stage of drafting of the Secondary Plan

(1) I suggest that for two areas where a public space along the Speed River is very restricted or absent a specialized zoning be applied that contains a provision for expanded public access along the river at these locations. This would be an added provision beyond the setting of a building height requirement. The two properties that this would be applied to is the block occupied by apartments along Cardigan Street north of Woolwich and the portion of the Woods Property that has a building wall forming the east bank of the Speed.

There are examples, in both Chicago along the Chicago River, and in San Antonio in the Riverwalk section, where public access along the river has been provided right at the rivers edge, or, in some cases by a cantilevered walkway over the water, as part of redevelopment. It is this sort of imaginative planning that would be facilitated by creation of a specialized zone.

(2) I strongly support the recommendation in the Secondary Plan to have a riverside park use for the portion of the west bank of the Speed River from Neeve Street to the existing Royal City Park. As part of this conversion there should be special consideration given to the south east



corner of the Wellington and Gordon intersection. The other three corners of the intersection will be developed. The fourth corner should provide a transition with a streetscape that complements the other corners and simultaneously provides a suitable gateway to the riverside park.

(3) The development that is proposed for the former Rockwell site on Wellington Street must be integrated with the adjoining corner property. The City should ensure that this integration take place through some sort of planning control.

(4) The south boundary of the Rockwell property is parallel to Wellington Street rather than parallel to the river. Development of the Rockwell property must include aspects that face and complement Royal City Park. I expect that both the development of the property and the appearance and functionality of Royal City Park would be improved by a property swap that resulted in a southern boundary parallel to the river. This would extend the developed property along Gordon Street and would remove the intrusion toward the river of the south east corner of the Rockwell property.

I look forward to the adoption of the new Secondary Plan in the near future.

A handwritten signature in dark ink, reading "H R Whiteley". The letters are cursive and fluid, with the first and last names being more prominent than the middle initial.

Hugh Whiteley



November 7, 2011

Jim Riddell, MCIP, RPP  
General Manager, Planning & Building Services  
City of Guelph  
City Hall  
1 Carden St.  
Guelph, ON N1H 3A9

**Re: OPA 43 – Downtown Guelph Secondary Plan**

Dear Mr. Riddell,

Bell Canada is pleased to have the opportunity to participate and comment on OPA 43 – Downtown Guelph Secondary Plan (Envision Guelph Downtown), and the draft Streetscapes policies specifically. It is our understanding that this OPA builds upon the policies of the existing Official Plan and OPA 39 which outlines the City's growth management and urban structure as it relates to the Downtown Guelph Urban Growth Centre. It also ensures conformity with Provincial policy.

As you are aware, Bell Canada is Ontario's principal telecommunications infrastructure provider. The Bell Canada Act, a federal statute, requires that Bell manage and operate most of the trunk telecommunications system in Ontario. Bell is also responsible for the infrastructure that supports most 911 emergency services in the Province.

The Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Places to Grow) both strongly support the integrated planning of communities, including telecommunications infrastructure. The PPS specifically requires that "planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs" (Section 1.6.1). Furthermore, the PPS states that infrastructure should be located to support the delivery of emergency management services (Section 1.6.3). We note that the definition of infrastructure in the PPS includes communications/telecommunications.

It is our understanding that as part of this initiative the City will also be preparing a Downtown Implementation Strategy to identify short, medium and long-term strategies and key initiatives in this area. In order to undertake this in a comprehensive way, it is important to understand that different types of growth and development place varying demands on telecommunications networks and its associated support infrastructure, as well as the complexity of expanding and enhancing these networks. Accommodating growth, both through outward expansion of an urban area and through intensification, infill and redevelopment will be key components in achieving the vision for the Downtown Guelph

Bell Canada  
Development and Municipal Services Control Centre  
Floor 5 BLUE, 100 Borough Drive  
Toronto, Ontario  
M1P 4W2

Telephone 905-853-4044  
Fax 905-895-3872  
john.lachapelle@bell.ca

Secondary Plan area. Beyond simply extending fibre or copper cable, growth and development can precipitate the need for reinforcement and replacement of the support infrastructure. Reinforcement and replacement of the telecommunications network can represent an extensive and costly undertaking, which needs to be managed to avoid disruption of public services. This is particularly critical in relation to the provisioning of 911 emergency services and the services essential to the City of Guelph's businesses operating in a global economy.

In the context of telecommunications related policies in OPA 43, Bell is aware of the public interest related to urban aesthetics, preserving heritage and the design of the public realm. This interest must be balanced with the need to provide communities with essential public services, such as utilities and telecommunication services. We are willing to work with municipalities to ensure compatibility between our larger infrastructure and the surrounding area. However, inflexible urban design and streetscaping guidelines create very real concern, which may inhibit the servicing of community needs.

We have reviewed draft OPA 43, and would like to offer the following recommendations relating to the provisioning of telecommunications infrastructure within the Downtown area. To ensure consistency, these modifications build upon comments previously submitted by Bell on other initiatives including the Official Plan update, OPA 39 and the Urban Design Action Plan. Our modifications are shown in *italics*.

#### **11.1.1 – Economic Development**

This section recognizes the need to foster economic development within the Downtown area and the importance of attracting investment in this area and the City as a whole. One of the key components to achieving this goal will be ensuring that there is sufficient infrastructure in place to meet the needs of residents and businesses. As a result, we would ask that the following be added to Section 11.1.3.2.2 (Downtown Investment):

11.1.3.2.2        The City will continue to invest in infrastructure Downtown that supports the viability and success of Downtown. *This will include working with infrastructure providers to ensure that sufficient services are, or will be in place to support the proposed growth and development within the Downtown area.*

#### **11.1.5.1 – Streetscapes**

Section 11.1.5.1 outlines the streetscape policies for the Downtown Guelph Secondary Plan area and includes a recommendation to review and where appropriate revise the City's Downtown Public Realm Plan and Private Realm Manual. This includes addressing "the location of electrical and telecommunication cabling and above ground utility infrastructure so that their location and design contributes to an attractive public realm".



Bell is aware of the public interest related to urban aesthetics and the design of the public realm. However, this interest must be balanced with the need to provide communities with essential public services, such as utility and telecommunication services. Bell would like to form collaborative relationships with municipalities to ensure compatibility between our above-grade and larger infrastructure and the surrounding area. However, inflexible urban design or public realm guidelines and policies create very real concern, which may result in an inability to serve a community's needs. Further, it is important for the City to recognize that it is not always feasible to bury existing aerial infrastructure or aerial extensions due to cost, size, maintenance, and access issues. Consequently, we would ask that consideration of these issues be undertaken as part of the update to ensure a consistent framework is created that will allow utility providers and the City to better plan for and accommodate utility infrastructure, such as telecommunications, so that a reduced quality of service to customers does not occur.

Bell Canada has produced an Urban Design Manual to provide assistance in making informed decisions regarding the appropriate location of telecommunication infrastructure, in a variety of urban and suburban contexts commonly found in Ontario. We understand that the functional and technological requirements of this type of infrastructure are not always understood with the ever-changing technological advancements being undertaken by service providers to meet the public need. This Manual is intended to provide guidelines, principles, and siting criteria to provide a greater understanding of the provisioning needs of this type of infrastructure and ensure that telecommunications infrastructure is both well integrated in the public realm, and of sufficient technical resilience to provide for the increasing number and quality of services demanded by the public. We would like to take this opportunity to provide you with a copy of the Urban Design Manual, which will be sent as a hardcopy through the mail, and ask that it be considered as part of this and future urban design initiatives undertaken by the City of Guelph. We are also available to meet to discuss this initiative in more detail at your convenience.

#### **11.1.5.1.6**

We would also note that Section 11.1.5.1.6 further outlines a desire to ensure that above-ground utilities do not visually detract from a cohesive streetscape or become physical barriers within the right-of-way. Although we understand the City's desire to ensure a high standard of urban aesthetics within the public realm, this must be done in a way that recognizes the provisioning needs of these types of infrastructure, such as telecommunications, in order to ensure that sufficient services are in place to meet the public need. As a result, we would ask that the following be added to Section 11.1.5.1.6:

“To ensure above-ground utilities do not visually detract from a cohesive streetscape or become physical barriers within the right-of-way, utilities such as hydro and telecommunications equipment shall be located *in inconspicuous areas*

*that do not detract from the aesthetic appeal of the streetscape, including having utilities clustered/screened to minimize visual impacts. ~~within the rear yard, in areas which are not visible from the streetscape, or within buildings.~~ Underground utilities are encouraged, where feasible. However, where it is not feasible, utility providers are encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc, when determining appropriate locations for large utility equipment and utility cluster sites.*

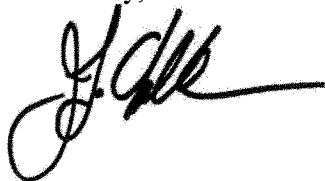
Our request to include the term “where feasible” is based on the need to provide Bell and other utility providers with the security that the City comprehends the provisioning needs of utility infrastructure and that placement of above-ground infrastructure within rear yards, within buildings or underground is not always feasible due to size, safety, maintenance, and access issues.

We would like to thank you for the opportunity to comment on the Downtown Guelph Secondary Plan (OPA 42) and would ask that all documents and information including any further meetings, reports, decisions, etc. related to this matter be forwarded to our Development and Municipal Services Control Centre:

Mr. John La Chapelle, MCIP, RPP  
Associate Director – Municipal Relations  
Access Network Provisioning, Ontario  
Development and Municipal Services Control Centre  
Floor 5 BLUE, 100 Borough Drive  
Toronto, Ontario  
M1P 4W2

If you have any questions, please direct them to the undersigned.

Yours truly,

A handwritten signature in black ink, appearing to read 'J. La Chapelle', with a long horizontal stroke extending to the right.

John La Chapelle, MCIP, RPP  
Associate Director, Municipal Relations  
Access Network Provisioning, Ontario

cc: Chris Tyrrell - MMM Group Limited

**David deGroot**

---

**From:** Ian Findlay  
**Sent:** November 9, 2011 5:38 PM  
**To:** 'D.Picard'; Mayors Office; Andy VanHellemond  
**Cc:** David deGroot  
**Subject:** RE: downtown building restrictions

**Categories:** Red Category

David,

Thank you for your email and your perspective on the Downtown Secondary Plan.

I will forward you comments to our planning staff to be included when this matter returns to Council for decision.

Best,  
Ian

-----Original Message-----

**From:** D.Picard \_\_\_\_\_  
**Sent:** November 9, 2011 2:14 PM  
**To:** Ian Findlay; Mayors Office; Andy VanHellemond  
**Subject:** downtown building restrictions

Ian

I read in Tuesday's Mercury about the controversial topic of height restrictions in the downtown core. My opinion is that the height restrictions should be adhered to. The issue that the provincial government has density quotas for downtown growth is probably only a guideline. I have not read the legislation, but I can not conceive of a senior government dictating what a municipality can or can not do?

The unique nature of Guelph height restriction is based on historical reference, relating to the centre piece of Guelph, the Church of our Lady. This is a good policy; and I'm not a Catholic. But, I realize the importance to the community and identity of the city, to preserve older neighborhoods, building and character.

The builder can build elsewhere. There are plenty of other areas in Guelph where you can build 18 store buildings.

The builders are only interested in making more money. That's why we have councilors to protect the interests' of the community at large.

Thank you

David Picard



**David deGroot**

---

**From:** Lorraine Pagnan  
**Sent:** November 10, 2011 12:55 PM  
**To:** David deGroot  
**Subject:** Downrown secondary Plan

**Categories:** Red Category

Hi David,

I was at the council meeting on Monday night with regards to the downtown secondary Plan. I still have some questions and hope that you can answer them for me and perhaps have them reflect the final plan. My first question and concern is with regards to the traffic issues I see resulting from the downtown secondary plan encroaching into the Ward. First with regards to the page labeled Mobility- a network for all modes. This map shows the roads, all hierarchy of streets leaving the downtown. In my opinion it shows Ontario street as a street to exit the downtown, which is not what Ontario Street is meant to act as. It is a local street meant for local traffic not cut through traffic. This map just encourages the ongoing issue of shortcutting on this local street. I find it very ironic also that no roads head onto Arthur N (which is a collector rd) or Grange street or Queen. Seems like this neighbourhood is being protected from the cut through traffic. Also the Secondary Plan Traffic study states that the road network can handle the extra traffic, even though for the Ward it goes against what the Paradigm report stated what will need to be done as our neighbourhood changes and the increase density that was even projected from the Ward 1 Community Improvement Plan. I spent a lot of my time and energy being involved in this plan hoping that traffic, which will become a real issue would have implementation of Paradigm's recommendations. The Paradigm was adopted by the council of the day and really should be incorporated into the plans for our neighbourhood especially now that a good portion of our neighbourhood will become part of the downtown.

My other comment is with regards to the river trail between the covered bridge and Wyndham. I do have some concerns about the potential loss of some of the businesses along there. I have been in Guelph all my life and remember when Canadian Tire was down there. There was actually a better view of the river at key points during that time. They weren't great but there were views and you could actually get to them. Is there not some way that we could keep some businesses along the river by pushing some up closer to the street and have parkland and trails in collaboration with businesses. As someone who walks and bikes to and from the University it is an asset for me to have some of those businesses along there. I use the restaurants, pharmacy, convenient stores, CD store and Vet Clinic. I can walk and bike to these businesses as they are close to where I live.

My other concern is with regards to the lack of mention of the ensurance of protection of the heritage and historical aspects of the Ward as an added goal of this Secodnary Plan.

I would appreciate a response at your convenience and wished to be notified of future meetings etc.

Thanks for your time  
 Lorraine Pagnan

**David deGroot**

---

**From:** Vaille Laur  
**Sent:** November 14, 2011 1:54 PM  
**To:** David deGroot  
**Cc:** Todd Salter  
**Subject:** FW: Downtown highrises

fyi

**Vaille Laur** | Administrative Coordinator  
T 519-837-5617  
E [vaille.laur@quelp.ca](mailto:vaille.laur@quelp.ca)

---

**From:** Mayors Office  
**Sent:** November 9, 2011 9:37 AM  
**To:** Planning Division Emails; ClerksDept  
**Subject:** FW: Downtown highrises

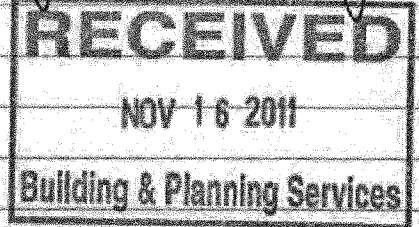
---

**From:** J AKERSTREAM [mailto:akerstream@cityofquebec.ca]  
**Sent:** November 8, 2011 9:13 PM  
**To:** Todd Dennis; Karl Wettstein; Leanne Piper; Gloria Kovach; Maggie Laidlaw; Mayors Office  
**Subject:** Downtown highrises

Hello. I have huge concerns re the high rise development proposals for downtown. You have been saying for years that you want a beautiful and welcoming downtown. Now you want to ruin it, the view, the evolving culture? We just made a purchase downtown, based SOLELY on the view from the apartment. Why are we moving? We are leaving our beautiful home in the south end on Sagewood due to the overwhelming disturbances and destruction of our once peaceful and beautiful area due to the overcrowding and obnoxious university student population. Now, that we have made the heartbreaking choice to leave and finally after two years of looking find a quiet place with a view, you will allow this to be spoiled as well. My heart is broken again, a home I was hoping to look forward to and now this. Please stop this. Keep the buildings to 6 stories and let us see the churches, forests, river and wildlife. Thank you.

Mr Todd Salter  
Manager of Policy Planning &  
Urban Design Dept,  
City Hall,  
1 Gordon Street,  
Guelph, ON, N1H 3A1.

November 10, 2011  
Page 1 of 2, Page



Subject: ~ Proposed Park where Guelph Animal Hospital &  
Bairston's Smart & Smith LLP

Dear Mr Salter:

I have been asked to write a letter to the town planner, which is yourself, who suggested the idea of demolishing these buildings along Wellington St, which includes the very popular "Angel's Diner" plus the plaza which sits kitty-corner wise at the corner of Gordon & Wellington Streets that contains the new "Harbour Light" fish & chip restaurant, plus the tan brick building that contains the Chartered Accounting Firm of Bairston, Smart & Smith LLP, and most importantly of all, the GUELPH ANIMAL HOSPITAL at 110 Gordon Street with 4 caring Veterinarian Doctors and a staff of 25, who are near and dear to this writer. The owners of the Guelph Animal Hospital, are Drs. Rob Butler & Jocelyn Maggs, who bought the former "Red Lobster" Restaurant building and thoroughly renovated it at huge expense to turn the building into a FIRST CLASS, STATE-OF-THE-ART Veterinary Hospital (with operating rooms for surgery on pets).

I am a pet owner myself, who has taken only 4 dogs down over the years to the Guelph Animal Hospital for veterinary care and hospitalization when they needed it.

Going by the newspaper articles in the "Tribune" on Nov. 3, 2011 and the Guelph Record on Nov. 3, 2011, there is mention that it would require the acquisition of the plaza, commonly known as ANGEL'S DINER, as well as the plaza west of it, on the corner of Wellington and Gordon St. Also required to create



November 10 2011

Page 2 of 2 Pages

the new parkland would the buff brick building beside the Guelph Animal Hospital and the veterinary clinic (?!!), which is the permanent full-time professional GUELPH ANIMAL HOSPITAL - who people turn to in need when their pets become ill, including my dogs in the past, who needed veterinary care promptly.

Now Dare!! the City of Guelph, my former employer for 37 years (!), would be so HEARTLESS, INSENSITIVE, & STUPID ENOUGH & UNCARING ENOUGH to DEMOLISH an Animal Hospital where pet owners bring their sick pets to be looked after and returned to good health. It is absolutely mind-boggling.

I have been a customer of the Guelph Animal Hospital for over 44 years and with tender loving care shown to me and my pet dogs, and I DEFINITELY WON'T ALLOW the callous, cold-hearted, bullying City of Guelph officials to DEMOLISH the building of the much-revered GUELPH ANIMAL HOSPITAL!!

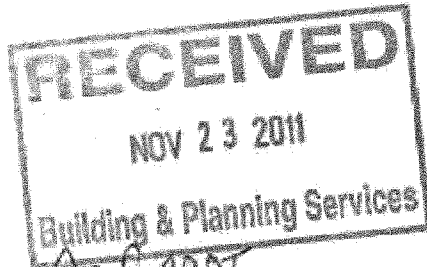
A copy of this letter is being sent to my lawyer, Mr. David C. Smith, B.A., LL.B. of Smith-Valeriotte Law Firm, LLP, for his legal advice to me on this very contentious matter. Maybe a court injunction is in order!!

I will go so far as to launch a lawsuit against you and the City of Guelph management for \$25,000,000 and cash on the nose, upfront, please!!

I am ordering you and the City of Guelph officials to keep their grubby hands off the GUELPH ANIMAL Hospital.

Very Disgustedly Yours,  
Susan W. Lane  
Taxpayer and Homeowner

cc: David C. Smith, B.A., LL.B.  
1. Smith Valeriotte Law Firm, LLP  
2. Dr. Rob Butler, DVM.



Nov. 20, 2011

MR. DEGROOT  
PLANNING DEPT  
CITY OF GUELPH.

DEAR MR. DEGROOT,

I HAVE BEEN FOLLOWING THE DOWNTOWN AREA PROPOSALS FOR SEVERAL MONTHS & ATTENDED MORE THAN ONE MEETINGS & OPEN HOUSES. I HAVE WRITTEN LETTERS TO THE PAPER (AS HAVE OTHERS) DEPLORING THE HEIGHTS OF 18 STORIES (NOW UP TO 20) BEING SUGGESTED BY YOUR DEPARTMENT. BUILDINGS THAT FALL ONLY BELONG ON THE OUTSKIRTS, NOT IN THE CORE AREA.

PERSONALLY I WILL BE MOST AFFECTED BY THE BUILDING ON THE CO-OPERATORS PARKING LOT. WILL I STILL GET SUN DURING THE WINTER MONTHS? WILL THERE BE A WIND TUNNEL AFFECT WHEN I WALK DOWNTOWN? WHAT ABOUT PARKING? ANYTHING OVER 10 STORIES WILL RUIN THE CORE'S SKYLINE FOREVER. SIX STORIES IS PREFERABLE.

UNFORTUNATELY THE LETTER I HAND-DELIVERED ON OCT. 18TH FOR THE MEETING ON NOV 7TH GOT MIS-FILED AND YOU DID NOT SEE IT. DOLORES BLACK FINALLY TRACKED IT DOWN, BUT SHE OLD NOT MENTION FORWARDING A COPY TO YOU.

HAVING LIVED IN GUELPH ALL MY LIFE & IN THIS HOUSE FOR 41 YEARS, I AM FINDING THIS EXTREMELY STRESSFUL.

YOURS TRULY  
(R.H.) Elizabeth Gray

# PATTON CORMIER & ASSOCIATES

## LAWYERS

Alan R. Patton, B.A., LL.B.

Analee J.M. Fernandez, B.A., LL.B.

Elizabeth K. Cormier, B.A., LL.B.

R. Arti Sanichara, Hons. B.E.S., LL.B.

November 25, 2011

File No.32175

via email: jim.riddell@guelph.ca

The Corporation of the City of Guelph  
City Hall  
1 Carden Street  
Guelph, ON N1H 3A1

Attention: **Jim Riddell, MCIP, RPP**  
Director, Community Design & Development Services

Dear Sir:

Re: **Downtown Guelph Secondary Plan and Proposed OPA 43**

We are the solicitors for Ayerswood Development Corp. ("Ayerswood"), owner of land municipally identifier'

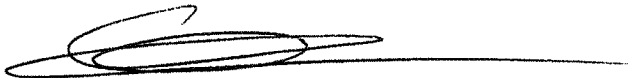
The proposal within Official Plan Amendment 43 to designate a potential local street on Ayersood's land is unreasonable and without justification.

Further, the proposed policies of OPA 43 inappropriately establish details of building design without regard to site specific conditions. Of specific concern is the proposed policy Section 7.3.6 which would require buildings taller than 4 storeys to have a minimum "stepback" of 3-6 metres from the front of the building. Since Ayerswood's property fronts onto two streets such "stepback" is unnecessary and inappropriate creating adverse impact for development on the site. Further, the policy requirement is not warranted within the existing built context.



The Secondary Plan and OPA should be revised to address these legitimate concerns. We further request to be notified in writing of any further meetings regarding this matter and that we receive notice of any Council action or decision on this matter.

Yours truly  
**PATTON CORMIER & ASSOCIATES**  
per:



**Alan R. Patton**  
ARP/dr

[apatton@pattoncormier.ca](mailto:apatton@pattoncormier.ca)

cc: *Tina Agnello - City Clerk, City of Guelph - via email: [clerks@guelph.ca](mailto:clerks@guelph.ca)  
David de Groot, City of Guelph - via email: [david.degroot@guelph.ca](mailto:david.degroot@guelph.ca)  
Ayerswood Development Corp. - via email  
Zelinka Priamo Ltd.*

**From:** [Vaille Laur](#)  
**To:** [David deGroot](#)  
**Subject:** FW: re. changes to zoning regulations  
**Date:** December 6, 2011 11:55:54 AM

---

Hi David

From: Mayors Office  
Sent: December 5, 2011 10:53 AM  
To: 'A CROWDER'  
Cc: ClerksDept; Planning Division Emails  
Subject: RE: re. changes to zoning regulations

Hello Adrienne,

Thank you for your email to Mayor Farbridge, which I have shared for her review.

I have also copied our Clerks and Planning departments on this response to ensure that your comments are included in the public record for this matter.

Thanks very much,  
Kari Laursen, CHRP | Executive Assistant to the Mayor  
Corporate Administration | Office of the Mayor  
City of Guelph  
E: [kari.laursen@guelph.ca](mailto:kari.laursen@guelph.ca)  
T: 519-837-5643 | F: 519-822-8277  
[guelph.ca](http://guelph.ca)

From: A CROWDER  
Sent: December 4, 2011 8:56 PM  
To: Mayors Office; Jim Furfaro; Bob Bell  
Subject: re. changes to zoning regulations

Dear Mayor Farbridge and Councillors Furfaro and Bell,

I am writing to express my opposition to amendments to change the downtown zoning regulations to permit buildings over 6 stories high.

I live downtown and love the fact that downtown Guelph has "small town charm". The new changes to City Hall, the courts, and the bus and train stations look great. They keep the character of the City which is typified by its stone buildings, its accessibility and its history.

I believe that putting up a 18-story building would be out-of-character with the downtown. Six story buildings will allow us to meet the projected increases for the downtown residential population. Why do we want one building towering above the rest of the skyline? The Church of our Lady is a wonderful landmark that can be seen from all over the City. Having it share the skyline with an 18-story condo tower would be a sad day for those of us who love the fact that the downtown is characterized by church steeples, the market and unique, small retail stores.

Best Wishes,

Adrienne Crowder

**From:** [Vaille Laur](#)  
**To:** [David deGroot](#); [Todd Salter](#)  
**Subject:** FW: arthur street and downtown redevelopment  
**Date:** December 6, 2011 11:56:22 AM

---

-----Original Message-----

From: Mayors Office  
 Sent: December 5, 2011 10:51 AM  
 To: 'Brenda Aherne'; Bob Bell  
 Cc: ClerksDept; Planning Division Emails; Joanne Starr  
 Subject: RE: arthur street and downtown redevelopment

Hello Brenda,

Thank you for your email to Mayor Farbridge, which I have shared for her review.

I have copied Joanne Starr from our Traffic division on this response for her review of your suggest regarding traffic calming measures in the King, Arthur, Queen area. I have copied our Clerks and Planning departments to have them note your comments on the public record regarding building height maximums and Macdonnell Street.

Thanks very much,

Kari Laursen, CHRP | Executive Assistant to the Mayor Corporate Administration | Office of the Mayor City of Guelph

E: [kari.laursen@guelph.ca](mailto:kari.laursen@guelph.ca)

T: 519-837-5643 | F: 519-822-8277

[guelph.ca](http://guelph.ca)

-----Original Message-----

From: Brenda Aherne  
 Sent: December 5, 2011 8:02 AM  
 To: Bob Bell  
 Cc: Mayors Office  
 Subject: arthur street and downtown redevelopment

Hello Mayor Farbridge and Bob Bell,

As a resident of Ward 1, I would like to express my opinion on the downtown redevelopment plans.

I would like to see King, Arthur Queen area, recieve effective traffic calming measures before redevelopment.

I would like to see Guelph meet the criteria for redevelopment using only 6 story buildings.

This would be an opportunity to distinguish Guelph as an example of very forward thinking redevelopment and we could become an example of what to do in a downtown redevelopment plan.

I would also like to commend the present council and mayor for the work that is being done on the many wonderful projects that are presently underway. Guelph will be a better place for these developments.

I would also like to see a redevelopment of what I feel could be one of the prettiest streets in any city in Ontario - Macdonnell Street.

The street needs TREES, perhaps a centre boulevard with trees and benches, rather than a delivery lane for beer trucks. The Church of Our Lady is an architectural jewel in our downtown core and the steps up to it are broken and the garden uncared for at the sidewalk level and the street borders on 'sordid'

These are my concerns as a resident of \_\_\_\_\_ and a business owner in the downtown.  
 thank you.

Brenda Aherne



**RECEIVED**

DEC 13 2011

DEC. 10, 2011

MR. DE GROOT Building &amp; Planning Services

Planning DEPT.

CITY HALL

DEAR MR. DE GROOT,

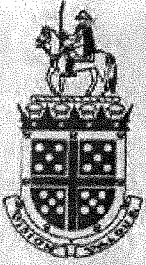
I SEE WORK IS STARTING AT BOTH SITES BEING DEVELOPED BY A LONDON FIRM - THE MARSH TIRE PROPERTY, AND THAT OWNED BY THE CO-OPERATORS (PARKING LOT, DAY CARE & GARAGE).

I HAVE SEEN NOTHING CONCRETE ABOUT THE PLANS. BUT I UNDERSTAND BOTH SITES ARE BEING PROPOSED AS 18 STORIES + 2 BONUS FLOORS (ie - 20 STORIES TOTAL).

I AM ABSOLUTELY ~~APPALLED~~ <sup>HORRIFIED</sup> SIX STORIES WOULD BE IDEAL. ANYTHING OVER TEN WOULD BE A HORRIBLE MISTAKE FOR THIS CORE AREA.

ARE YOU CHECKING SUN SIGHTLINES AT THIS TIME OF YEAR WHEN THE SUN IS SO LOW? IF YOU PUT IN THE 4 BUILDINGS AT WOODS PLANT #1 ALSO AT 20 STORIES MY HOUSE WILL RECEIVE NO SUN AT ALL IN DEC. & JAN. I WILL BE BEHIND A WALL OF MONSTER BUILDINGS. IS THAT FAIR?

YOURS TRULY  
Elizabeth Graf  
ELIZABETH GRAF



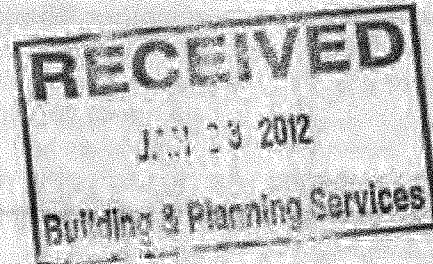
# COUNTY OF WELLINGTON

PLANNING AND DEVELOPMENT DEPARTMENT  
 GARY A. COUSINS, M.C.I.P., DIRECTOR  
 TEL: (519) 837-2600  
 FAX: (519) 823-1884  
 1-800-663-0750

ADMINISTRATION CENTRE  
 74 WOOLWICH STREET  
 GUELPH, ONTARIO  
 N1H 3T9

December 20, 2011

City of Guelph  
 Tina Agnello, Acting City Clerk  
 City Hall  
 1 Carden Street  
 Guelph, On N1H 3A1



Dear Ms Agnello,

RE: **Proposed Official Plan Amendment No. 43**  
**Downtown Secondary Plan**

On behalf of the County of Wellington, I would like to raise a few concerns regarding the proposed Downtown Secondary Plan as it affects 3 County owned properties. I would like to thank Mr. Riddell, Pannabaker, Salter and Degroot for meeting with me on December 14, 2011 to help me understand the City's objectives.

1. **138 Wyndham Street (Post Office)**

This property is fully designated Commercial under the current City Official Plan and it is proposed to be Mixed Use under the proposed plan. As Mixed Use is proposed for most of the Wyndham Street area we are satisfied with that change. Our specific issues are:

- a) All of the County lands at this location should be designated Mixed Use, including the proposed laneways beside and behind the Post Office. These areas currently appear blank.
- b) The identification of laneways is premature if the City is intending to do a complete Master Plan for the Baker Street Area.
- c) Policy 11.1.7.3.4 (b) indicates that "community and social services" are permitted but are encouraged to locate in other Downtown locations (not on key streets like Wyndham where active uses are encouraged). The County properties are the only current community and social services uses on Wyndham but the City plans to put its library (a community service) in the same area.

I understand from City staff that there is no intention of turning community and social services into non-conforming uses but that is not clear from the proposed policy. The policy either needs to be much clearer about its intent or it needs to be eliminated.

.../2



2. **129 Wyndham Street (Social Services)**

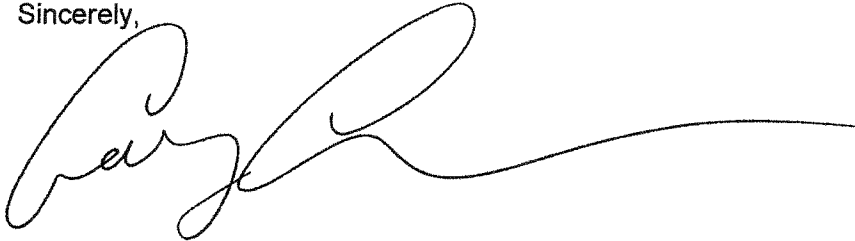
a) Policy 11.1.7.3.4 (b) same as 1 (c) above.

3. **74 Woolwich Street**

Schedule B (and C) identifies the County land surrounding the former jail (now Crown Attorney's office) as "Existing park and publicly accessible open space." The County has made significant efforts to landscape this area and it includes walkways and outdoor seating areas for our staff. We know that many people use the property (particularly photographers) and we welcome these people as they have always been respectful of our lands. Public access to County property is a privilege not a right and the City's official plan should not imply that the County's lands are part of Guelph's public realm. Schedules B and C should be amended to remove the County lands.

Thank you for the opportunity to comment. Please advise me of any decision related to this official plan amendment.

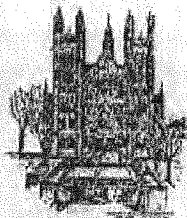
Sincerely,

A handwritten signature in black ink, appearing to read 'Gary Cousins', with a long horizontal flourish extending to the right.

Gary Cousins, MCIP  
Director of Planning and Development

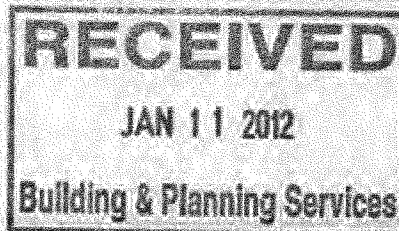
C: J. Riddell  
I. Pannabaker  
T. Salter  
D. Degroot ✓





## Our Lady Immaculate Parish Community

28 Norfolk Street Guelph, Ontario N1H 4H8  
 (519) 824-3951 Fax (519) 824-1920  
 E-MAIL: [ourlady@dionet.ca](mailto:ourlady@dionet.ca)



January 6, 2012

Mr. Todd Salter  
 Manager Policy, Planning and Urban Design  
 City of Guelph  
 59 Carden Street  
 GUELPH, Ontario  
 N1H 3A1

Dear Mr. Salter:

**Re: Proposed Official Plan Amendment 43  
 Downtown Guelph Secondary Plan  
 Church of our Lady Immaculate**

I am the Chair of the Church of our Lady Property Committee. On December 9<sup>th</sup>, 2011, Nancy Shoemaker, of Black, Shoemaker, Robinson & Donaldson Limited and I had the opportunity to meet with staff to discuss the proposed designation of the property owned by The Roman Catholic Episcopal Corporation of the Diocese of Hamilton and located on the northeast corner of Dublin Street and Cork Street. This site is currently occupied by 3 tennis courts which are no longer being used.

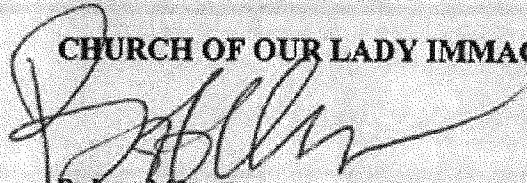
The future use of this site is uncertain at this time. In our discussion with staff, we indicated a concern with the proposed Institutional or Office land use designation. To enable greater redevelopment opportunities for this site, we are asking staff to consider a Mixed Use 1 designation which is consistent with the designation of the remainder of the Cork Street properties located between Norfolk Street and Dublin Street. The Mixed Use 1 designation is intended to accommodate a broad range of uses in a mix of highly compact development forms. It will continue to allow for the redevelopment of this site with institutional or office uses, while providing additional opportunities for multiple residential use.

As you are aware, this site has certain topographic constraints associated with any redevelopment proposal. In reviewing alternative concepts for the property, multiple residential may result in the best built form for this site. By recognizing a Mixed Use 1 designation, flexibility will be maintained, thereby providing the greatest opportunity for the optimum future use of the site.

We would appreciate your continued consideration of this request as the City moves forward in the future with the approval of Official Plan Amendment 43.

Yours very truly,

**CHURCH OF OUR LADY IMMACULATE**



Robert Mason

Chair – Property Committee

[rmason@masonrealestate.ca](mailto:rmason@masonrealestate.ca)

Copies to: Ian Panabaker, Corporate Manager, Downtown Renewal, City of Guelph  
David de Groot, Urban Designer, City of Guelph



## DOWNTOWN ADVISORY COMMITTEE

MOTION –Feb 9, 2012

THAT the Downtown Advisory Committee has reviewed the proposed Downtown Secondary Plan, released October 13<sup>th</sup>, 2011, and have the following comments:

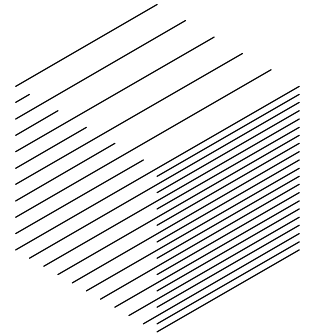
- That there is a lot to be commended in the proposed plan in its advocacy for Economic Vitality and its multi-dimensional considerations for the potential of making Downtown Guelph a real place to live as well as a community hub.
- As the volunteer committee working with the Downtown Renewal Office on implementation of the DSP vision, the following remain concerns:
  - There is the potential for specific numbers or criteria to cause unintended problems once the plan has been adopted.  
Recommendation: That the plan is clearer on the use and interpretation of these criteria and remove any that are not essential.
  - That the parkland strategy at Wellington be made clearer within the plan to avoid mis-interpretation or unintended impacts.  
Recommendation: better graphics and links to policies.  
Recommendation: more clarity on time-frames.  
Recommendation: that a business case and acquisition strategy form part of the analysis leading to the DSP policy recommendation.
  - That the built-form policies give some measure of control over future development but that they don't guarantee good-quality.  
Recommendation: That Peer Review Panels and/or bonusing/development-permitting systems be more central to the achievement of quality projects in the downtown.
  - That consideration be given to more height in low-lying areas along Wellington corridor for instance, to enable all potential sites to contribute to the intensification goals by 2031 and beyond.
- The Downtown Advisory Committee looks forward to the updated final version of the Downtown Secondary Plan coming to Council early in 2012.



March 23, 2012

City of Guelph  
Community and Development Services  
1 Carden Street  
Guelph, ON  
N1H 3A1

Attention: Mr. Todd Salter, MCIP, RPP



Dear Sir:

**Re: Proposed Downtown Secondary Plan (October 2011)  
Our File 10-664**

90 Eglinton Avenue East  
Suite 701  
Toronto, Ontario  
M4P 2Y3  
Tel. 416/968-3511  
Fax. 416/960-0172  
e-mail: [admin@wndplan.com](mailto:admin@wndplan.com)  
web: [www.wndplan.com](http://www.wndplan.com)

As you are aware, we act as planning consultants to Kilmer Brownfield Management Limited ('Kilmer') manager of Arthur EMPC Four Limited owned lands located on Arthur Street South and known as the 'Woods One' lands. Since our previous submission, Kilmer has entered into an arrangement with Fusion Homes, who will be the ultimate developer of the Woods One lands.

Kilmer has been actively involved in a comprehensive review of redevelopment opportunities of the Woods One property and previously provided comments on the March 2011 draft Downtown Secondary Plan. Kilmer continues to support the City's initiative to prepare a contemporary secondary plan to sustain and improve the vitality of its downtown. In particular, Kilmer concurs with, and supports the objectives established in the draft Secondary Plan (Section 7.11.2) for the St. Patrick's Ward community in which the Kilmer lands are located. Redevelopment of this former industrial site to more intensive mixed residential/commercial uses will obviously result in increased contributions to the City's tax base and a revitalization of St. Patrick's Ward.

Kilmer has actively participated in substantial community consultation regarding the redevelopment of its site and supports the site design principles that have been established through that consultation process. Kilmer submits that the secondary plan should reflect and implement those agreed-upon principles so that the results of this community consultation process will now be appropriately entrenched in the Secondary Plan. Additional discussion is required as to how the principles in the Secondary Plan will be interpreted and implemented through future redevelopment plans and development applications.

**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

### **1. Development Density**

The October 2011 draft Secondary Plan provides for (Section 11.1.7.11.7) a maximum site development for the Kilmer lands of 2.0 FSI (exclusive of above-grade parking and the retained heritage structure) in response to Kilmer's previous submission. In addition, certain density/height bonuses now have been made available to lands east of the Speed River (Section 11.1.8.4). Kilmer supports these changes as they reflect the locational and physical attributes of the site as a significant intensification opportunity within the downtown (which is itself, a designated 'Urban Growth Centre' under the Provincial Growth Plan where a minimum density of 150 persons and job/hectare is required).

However, additional built form policies have been advanced (Section 11.1.7.11.6) which specify building separation distances and maximum floor plate sizes that will serve, in conjunction with building height restrictions (discussed below) to negate the potential to achieve the density of 2.0 FSI. Given the anticipated longer time horizon for the full redevelopment of the site, these additional policies may also limit required flexibility to adapt to changing planning and market considerations.

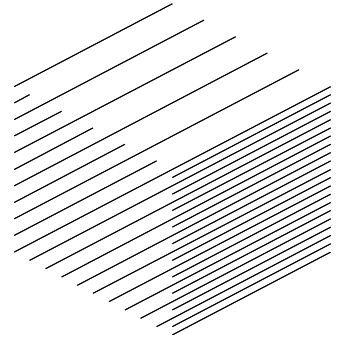
### **2. Building Height**

The draft Secondary Plan (Schedule D) continues to propose building heights for the Kilmer lands ranging from 2-4 storeys along Arthur Street to 4 – 8 storeys internal to the site and 4 – 10 storeys at the south end of the site. The draft Secondary Plan does provide opportunities for an additional two storeys of building height through bonusing (Section 11.1.8.4); however, further policy clarification is required as to the implementation of these bonusing opportunities.

### **3. Urban Design Master Plan**

The revised draft Secondary Plan continues to direct (Sections 11.1.7.11.5 and 11.1.8.5.1) that an 'Urban Design Master Plan' be prepared for the Kilmer site prior to the approval of any zoning or site plan applications and further sets out detailed requirements for the site-specific master plan. This requirement would suggest that the land uses, development densities and building height/mass as provided for in the Secondary Plan may not be realized until an 'Urban Design Master Plan' process is completed; a process that is non-statutory.

As previously noted, the scale of this site will necessitate that redevelopment will occur in phases over an extended period of time as market demand presents itself. Therefore, in order to respond to evolving market demands, the requirements for the urban design master plan (with the level of detailed prescribed) at the outset of the planning process will be too specific and would restrict a necessary level of flexibility to respond to such considerations through the redevelopment process.



It is acknowledged that the framework for the site redevelopment needs to be established (such as the general location of public/private roads, park/parkettes, development blocks, etc.) prior to initial development. However, in some instances the master plan requirements reflect a site plan level of detail. For example, certain urban design master plan details are too specific (such as specific uses within buildings, shadow impacts/studies, affordable housing and so on) and are more appropriately reviewed as each specific development application comes forward.

Therefore, Kilmer continues to request that Section 11.1.8.5.1 be substantially revised to require that an overall site development concept plan be prepared prior to redevelopment proceeding on the site (and not a detailed Urban Design Master Plan). Such site development concept plan shall reflect the design principles of Section 11.1.7.11.4 and include: the general distribution of land uses (including public parks); an internal road system; the pedestrian access network; and, the identification of heritage buildings/structures to be retained.

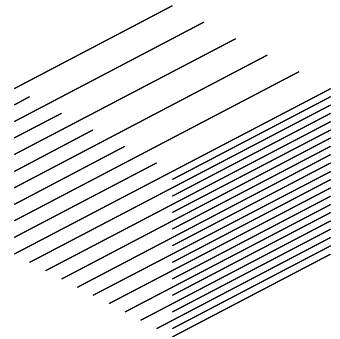
The more detailed Master Plan requirements (such as specific building proposals, shadow impacts, parking/loading facility design and so on) should be considered at the time of specific development applications (i.e. site plan approval). This approach will provide an ability for each phase of the site's redevelopment to respond to municipal and market requirements over the anticipated longer period of time to full development; as contrasted with Section 11.1.8.5.1 which suggests that buildings would have to be designed prior to any development proceeding on a portion of the site.

Finally, while the proposed policies recognize the potential for alternative site redevelopment options, the sketches provided (Section 11.1.7.11.5) in fact show little variation; do not provide any assistance to the interpretation of the policy; and we continue to recommend that they be deleted from the Secondary Plan.

#### **4. *Parking***

With respect to the Kilmer lands, parking structures will form an important component of the site mitigation strategy. As a result, enclosing such structures with active uses on the ground floor (Section 7.2.5a)) may not be feasible. Therefore, Kilmer continues to request that the wording of this section be from "*generally contain active uses ...*" to "*where feasible, contain active uses ...*"

Finally, a portion of the Kilmer lands are located on the east side of Arthur Street and have historically been used for parking purposes. Kilmer continues to request an additional policy be added to Section 7.11 which allows for the continued use of these lands for parking in support of the redevelopment on the west side of Arthur Street.





***Concluding Remarks***

Kilmer will continue to work collaboratively with the City staff with respect to both the downtown secondary plan initiative and its site redevelopment program. We would be happy to meet with you to discuss these comments to the draft Secondary Plan and please do not hesitate to contact the undersigned with respect to any of the comments raised herein.

Yours very truly,

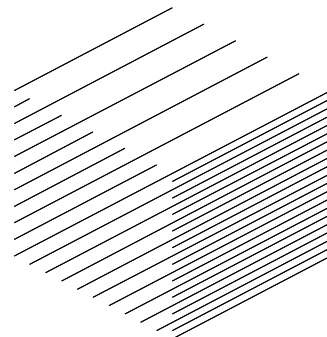
**WALKER, NOTT, DRAGICEVIC ASSOCIATES LIMITED**

Planning · Urban Design



Wendy Nott, FCIP, RPP  
Senior Principal

cc. P. Kraft, Kilmer Brownfield Management Limited  
M. Walker, Kilmer Brownfield Management Limited  
D. DeGroot, City of Guelph  
I. Panabaker, City of Guelph  
L. Piccoli, Fusion Homes



## THE WARD RESIDENTS' ASSOCIATION

David deGroot  
MCIP, RPP, MUDES | Urban Designer  
Planning, Engineering & Environmental  
Services Policy Planning

March 27, 2012

After much discussion TWRA feels we have made very clear to all stakeholders our position on certain items. To further clarify, we have noted the following based on recent discussions with Kilmer, Fusion, Councillors and City of Guelph Planners.

The existing neighbourhood should not be behind the wall of new development. We would like the new development to naturally blend into the existing neighbourhood, to be a part of our neighbourhood. To that end, the following criteria should be incorporated in any future plans:

- The sky view is as important as grade view; light is highly valued.
- Residents should be able to see through the development, therefore incorporating open space.
- Buildings should vary in character, incorporating a \*mix of typologies throughout the development.
- The form along the edges should incorporate a smooth transition and reflect qualities mentioned in the Characterization of the Ward document and visual examples of built form provided by TWRA to all stake-holders .
- The development should be alive and contextual. We value grade related entrances that incorporate features such as porches etc.
- Large stature street trees are also an important neighbourhood transitional element and sufficient soil volume and canopy space shall allow for these along the street frontage of the new development. (note: overhead hydro lines along street frontage of the site may require additional setbacks to allow for large stature trees

***\*\*Please also note that the upper limit of the building height ranges proposed must be justified through the urban design master plan and re-zoning processes and address all built form issues.***

We acknowledge and are concerned regarding the challenges of remediation-related ventilation requirements and the presence of bedrock. We look forward to text regarding network of connections including the trail and bridges (2nd bridge) to coincide with images provided in the DDSP. In addition, we look forward to seeing details in regards to concerns addressing the wall effect along Arthur. St. S.

A good measure of success would be that current residents would want to live in the new development. We look forward to continuing discussions and are eager to see the above mentioned criteria incorporated in any future plans.

Best regards,

Maria Pezzano  
Chair, TWRA



April 13, 2012

Mr. Todd Salter  
Acting General Manager Planning Services  
City of Guelph  
City Hall  
1 Carden Street  
Guelph ON N1H 3A1

**RE: Comments - Proposed Downtown Secondary Plan - City of Guelph**

Dear Mr. Salter:

As you are aware, our firm is acting on behalf of Fusion Homes in the matter of the proposed Downtown Secondary Plan (DSP) for the City of Guelph. Recently, Fusion entered into an agreement with Arthur EMPC Four Limited to acquire and develop on the 5 Arthur Street site.

We would like to thank the City of Guelph for its commitment to the stakeholder consultation process for the proposed DSP and in particular to the property at 5 Arthur Street South (the subject site). We feel that the process has been very useful and has allowed stakeholders an opportunity to discuss the key issues related to the secondary plan in an effort to promote some clear and equitable solutions. As you know, the consultation process has allowed us to explain the important challenges of the Arthur Street site to various stakeholders.

In addition, we appreciate the leadership provided by your staff during the process to date. Staff has facilitated a number of meetings in particular with representatives of the Ward Residents which has been a positive step in building some consensus amongst the many groups and individuals involved in reviewing the draft DSP. We are appreciative of the time and efforts of staff in this regard.

We continue to believe that the best and most practical approach in dealing with the subject site as part of the proposed DSP is to provide appropriate policies that are specific to the site yet provide a level of flexibility to deal with both the opportunities and constraints that will shape the ultimate development in this location. The policies should establish the basic parameters for development to occur while at the same time allowing for the latitude to consider various approaches and design techniques to achieve our vision while taking into account changing market considerations.





Over the last several months, we have had the opportunity to review with you a number of matters that we feel will significantly influence the shape, quality and scale of development options that will be considered for the subject site. These relate to:

- Use of S. 37 of the Planning Act to deal exclusively with community benefits as intended in the Provincial legislation over and above as-of-right planning policies;
- Limitations on Floor Plate sizes which will have an impact on achieving the floor space ratios provided for in the draft plan (there should be no restrictions on floor plate size up to and including six stories. For the 7<sup>th</sup> storey and above, a maximum floor plate size of 1,200 square metres per storey is acceptable);
- Building Height limitations and the related impacts on the achievement of the development principles on which the plan is based;
- Separation distances between buildings and the impact on creative solutions to maximize open space and view corridors on the site;
- The mix and distribution of uses permitted on the site in order to maintain a level of flexibility to deal with the market forces as the development is phased;
- Active uses around above ground parking which provide limitations in various circumstances;
- Protection of key view corridors;
- Limitations on retail space (overall and on a per unit basis) which constrain options for creative mixed use considerations;
- Right-of-way widths and permission for private roads wherein such standards are suitable and practical in a condominium development;
- Subsequent approval processes and requirements prior to development occurring; and,
- Interpretation and implementation of the proposed policies from the perspective of the policies which provides guidance to land use but maintain a level of flexibility to allow for creative solutions and unnecessary amendments to the plan as we move forward with our vision of a landmark development on the Arthur St site.

During our discussions, we have advanced the position that it is extremely important that the fundamental policy variables related to the height, density and footprint/building massing work in harmony to assist in achieving the City's stated objectives while at the same time allowing for our vision for the subject site to come to fruition.



Furthermore, we acknowledge that our most recent discussions regarding the proposed DSP have provided us with some level of comfort regarding the policy directions that you may be advancing in your staff report to Council. This includes some positive modifications that will assist us to better understand the implications of the Plan regarding the development of the subject site.

As previously mentioned, we are in general agreement with the principles that form the basis of the proposed DSP. Also, we remain optimistic that the recommended plan will deal with a majority of the issues we have raised. Our understanding through our various discussions is that the policy directions considered for recommendation by staff will include the following:

#### **Height, Density and Bonus**

A level of flexibility that will permit some additional height on the site in addition to the general guideline that will be provided in the DSP without the requirement of an official plan amendment based on the completion of an urban design master plan. We request that the DSP provides for a general height to at least 16 storeys across the subject site with up to 4 storeys along the Arthur Street frontage.

A floor space index of 2.0 FSI as-of-right with provision for additional building massing through bonus.

#### **Requirement of an Urban Design Master Plan**

The Urban Design Master Plan will not be an extra step in the process but will accompany the Zoning By-law amendment application and will be used to inform the rezoning.

The Urban Design Master Plan is a flexible document and may be changed through subsequent development phases and related applications so that the subject site can accommodate changing market conditions and/or other circumstances.

Any conceptual diagrams contained in the DSP are for illustrative purposes only.

#### **Details of Section 11.1.7.11.4**

Language will recognize that the Urban Design Master Plan will respond to the principles in this section and that there may be a diversity of potential outcomes.

#### **Definition of Compatible**

Language will recognize that development or redevelopment can co-exist with surrounding areas.

#### **Level of Uncertainty**

Any subsequent studies that the City undertakes will not be a prerequisite for any development to be permitted.



Affordable housing targets will coincide with those identified in the City-wide official plan being considered (ie 30%) however related implementation strategies should include affordable housing available within the existing housing stock as part of the solution.

Any pedestrian bridges suggested, crossing over the Speed River, need to specify how these community benefits will be accommodated by the City.

### **General Items**

Floor plate templates across the subject site need to provide flexibility to allow for creative building forms.

Language needs to recognize that active uses around above ground parking be accommodated where feasible.

Distance separation between buildings should not be restrictive but should take into consideration views and shadowing effects.

View corridors are important however are directly linked to the provisions of the plan related to height, density and bonus.

Amount of retail space should not be limited across the subject site but can be controlled through the size of units permitted in certain areas for example in the general area south of the heritage building.


Also, the proposed plan needs to be clear that the lands on the east side of Arthur St (yet part of the 5 Arthur St subject site) allow for the continued use of those lands for parking purposes as they will form an integral part of the redevelopment of the 5 Arthur St property.

We will review the final plan for the DSP being recommended by staff when it becomes available. Subsequently, we will provide you with our additional comments.

We look forward to working with the City to make the development of the downtown area and the Arthur St. site appropriate, successful and in the best interest of the community. Our expectation is that this project will be a showcase for urban development for the City.

We would like to thank you for your cooperation and assistance in this matter.

Yours truly,



**Daniel Leeming**, FCIP, RPP  
Partner



Cc     Lee Piccoli, Fusion Homes  
        Larry Kotseff, Fusion Homes  
        Ron Palmer, The Planning Partnership  
        Ian Panabaker, City of Guelph  
        David deGroot, City of Guelph

