



A great place to call home
A vibrant downtown

A progressive diversified economy
An appealing attractive city

AGENDA

GUELPH CITY COUNCIL

June 5, 2007 – 7:00 p.m.

- O Canada
- Silent Prayer
- Disclosure of Pecuniary Interest

<p style="text-align: center;">PUBLIC MEETING UNDER THE PLANNING ACT</p>

Council is now in a public meeting under the Planning Act to deal with the following matters:

- 1) **3 & 5 JOHNSTON STREET: proposed zoning amendment to permit a semi-detached dwelling (ZC0704) – Ward 1**
 - Staff presentation by Melissa Castellan
- 2) **0 WOODLAWN ROAD WEST: proposed zoning amendment (ZC0701) – Ward 3**
 - Staff presentation by Melissa Castellan
 - Susan Watson
 - Hector Barber

Please bring reports which were previously distributed.

AWARD OF TENDER 07-025 – GUELPH WASTEWATER TREATMENT PLANT DIGESTER NO. 5 AND COGENERATION UPGRADE

“THAT the tender of Detra Builders Inc. be accepted and that the Mayor and Clerk be authorized to sign the agreement for Contract 07-025 for the Guelph Wastewater Treatment Plant Digester No. 5 and Cogeneration Upgrade, for a total tendered price of \$5,360,152 (6% GST included), with actual payment to be made in accordance with the terms of the contract.”

BY-LAWS

Resolution:- First and Second Reading of By-laws. (Councillor Salisbury)

Verbal Resolution:- Council go into Committee of the Whole to consider the by-laws.

NOTE: When all by-laws have been considered, a member of Council should move “THAT the Committee rise and report the by-laws passed in Committee without amendment (or as amended).

Resolution:- Third Reading of By-laws. (Councillor Wettstein)

BY-LAWS

By-law Number (2007)-18307 A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects property known municipally as 264 Crawley Road. (removal of Holding provisions)	A by-law to amend the Zoning By-law.
By-law Number (2007)-18308 A by-law to regulate the use of pesticides within the City of Guelph	A by-law to regulate the use of pesticides within the City of Guelph

ADJOURNMENT



City of Guelph

Report:

COMMUNITY DESIGN AND DEVELOPMENT SERVICES

(Report 07-40)

TO: Council

DATE: 2007/06/05

SUBJECT: **3 & 5 JOHNSTON STREET: PROPOSED ZONING AMENDMENT
TO PERMIT A SEMI-DETACHED DWELLING (ZC0704)-WARD 1**

RECOMMENDATION:

That Report 07-40 dated June 5, 2007 regarding a Zoning By-law Amendment for property municipally known as 3 and 5 Johnston Street from Community Design and Development Services **BE RECEIVED**; and

That the application by 785412 Ontario Limited for a Zoning By-law Amendment from the R.1B (Residential Single Detached) Zone to the R.2 (Residential Semi-detached/Duplex) Zone affecting property municipally known as 3 and 5 Johnston Street and legally described as Lots 37 and 38, Registered Plan 375, designated as Part 1 of Reference Plan 61R-10533, City of Guelph **BE APPROVED** in accordance with the regulations set out in Schedule 2 of Community Design and Development Services Report 07-40 dated June 5, 2007.

BACKGROUND:

The subject property has an area of 680 square metres with 15 metres of frontage on Johnston Street and a depth of 36.8 metres. The property was created through a severance application that was approved by the Committee of Adjustment in July 2006. The Committee of Adjustment decision is attached as **Schedule 3**. This decision permits the construction of a detached dwelling on the new lot under the existing R.1B zoning. The Guelph Junction Railway (GJR) appealed the decision to the Ontario Municipal Board. The appeal was withdrawn upon the submission and approval of a site specific risk assessment related to safety measures for the proposed dwelling adjacent to the GJR right-of-way. The site specific risk assessment did not include any conditions for development of

the lot and it permits the construction of a dwelling on the lot with a minimum setback of 1.2 metres from the GJR right-of-way.

Location

The subject property is situated at the terminus of Johnston Street on the west side (see **Schedule 1**). The adjacent properties are detached residential dwellings. The Guelph Junction Railway right-of-way is situated to the north of the subject property.

Official Plan Designation

The subject property is designated 'General Residential' in the City of Guelph Official Plan. This designation permits residential uses in low rise housing forms at a maximum density of 100 units per hectare.

Existing Zoning

The subject property is currently zoned R.1B (Residential Single Detached). The R.1B Zone permits the following uses:

Single Detached Dwelling	Group Home
Accessory Apartment	Home Occupation
Bed and Breakfast	Lodging House Type 1
Day Care Centre	

REPORT:

Description of Proposed Zoning Amendment

The applicant proposes to amend the zoning from the R.1B (Residential Single Detached) Zone to the R.2 (Residential Semi-detached/Duplex) Zone to permit the construction of a semi-detached dwelling. The subject property meets all of the standard zoning regulations for the R.2 Zone.

The R.2 Zone permits the following uses:

Duplex Dwelling	Bed and Breakfast
Semi-detached Dwelling	Group Home
Accessory Apartment	Home Occupation

Public Comments

The Notice of Application was circulated to agencies and area residents on March 26, 2007. No comment letters were received during the circulation of this application from area residents.

Planning Analysis

This proposed amendment to permit a semi-detached dwelling represents a compatible form of development which provides an opportunity to increase the density on an underused lot. Prior to the severance, the lot contained one

detached dwelling. With this application, the retained portion of the lot will contain the existing detached dwelling and the severed portion will contain a semi-detached dwelling.

There are no specialized zoning regulations associated with this application. The proposed form of dwelling satisfies the infill policies of the Official Plan by providing a type of dwelling that is compatible in form and scale with existing dwellings on Johnston Street. Through the Committee of Adjustment decision (**Schedule 3**) a condition was imposed requiring the owner to submit a site plan for approval by the Director of Community Design and Development Services indicating the location and design of the new dwelling. This condition is included in a development agreement registered on title. It provides further assurance that the dwelling's design, height and setbacks will be compatible with neighbouring dwellings. There are no conditions proposed for this zoning amendment application as the appropriate conditions were imposed by the Committee of Adjustment for the severance application and the developer has entered into an agreement, registered on title, which includes those conditions.

This Zoning By-law Amendment is recommended for approval in accordance with the regulations in **Schedule 2** of this report.

CORPORATE STRATEGIC PLAN:

Supports Strategic Plan Direction 1:

- 1) To manage growth in a balanced and sustainable manner.

FINANCIAL IMPLICATIONS:

For the proposed semi-detached dwelling; based on 2 Residential Units

Population Projections

- 6.4 persons (based on 3.2 persons per unit)

Projected Taxation

- \$ 4 155 (based on average values from 2003 to 2005 assessment data)

Development Charges


- \$ 17 932

DEPARTMENTAL CONSULTATION:

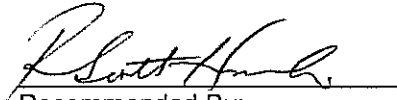
The public and agency comments received during the review of the application are included on **Schedule 5**.

ATTACHMENTS:

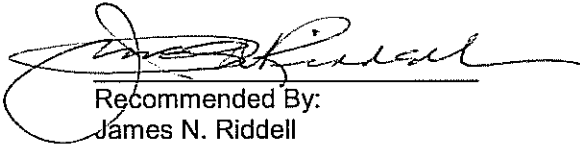
- Schedule 1 – Location Map
- Schedule 2 – Regulations
- Schedule 3 – Committee of Adjustment Decision
- Schedule 4 – Proposed Zoning
- Schedule 5 – Circulation Comments
- Schedule 6 – Public Notification Summary



Prepared By:
Melissa Castellan
Senior Development Planner



Recommended By:
R. Scott Hannah
Manager of Development and Parks
Planning



Recommended By:
James N. Riddell
Director of Community Design and
Development Services

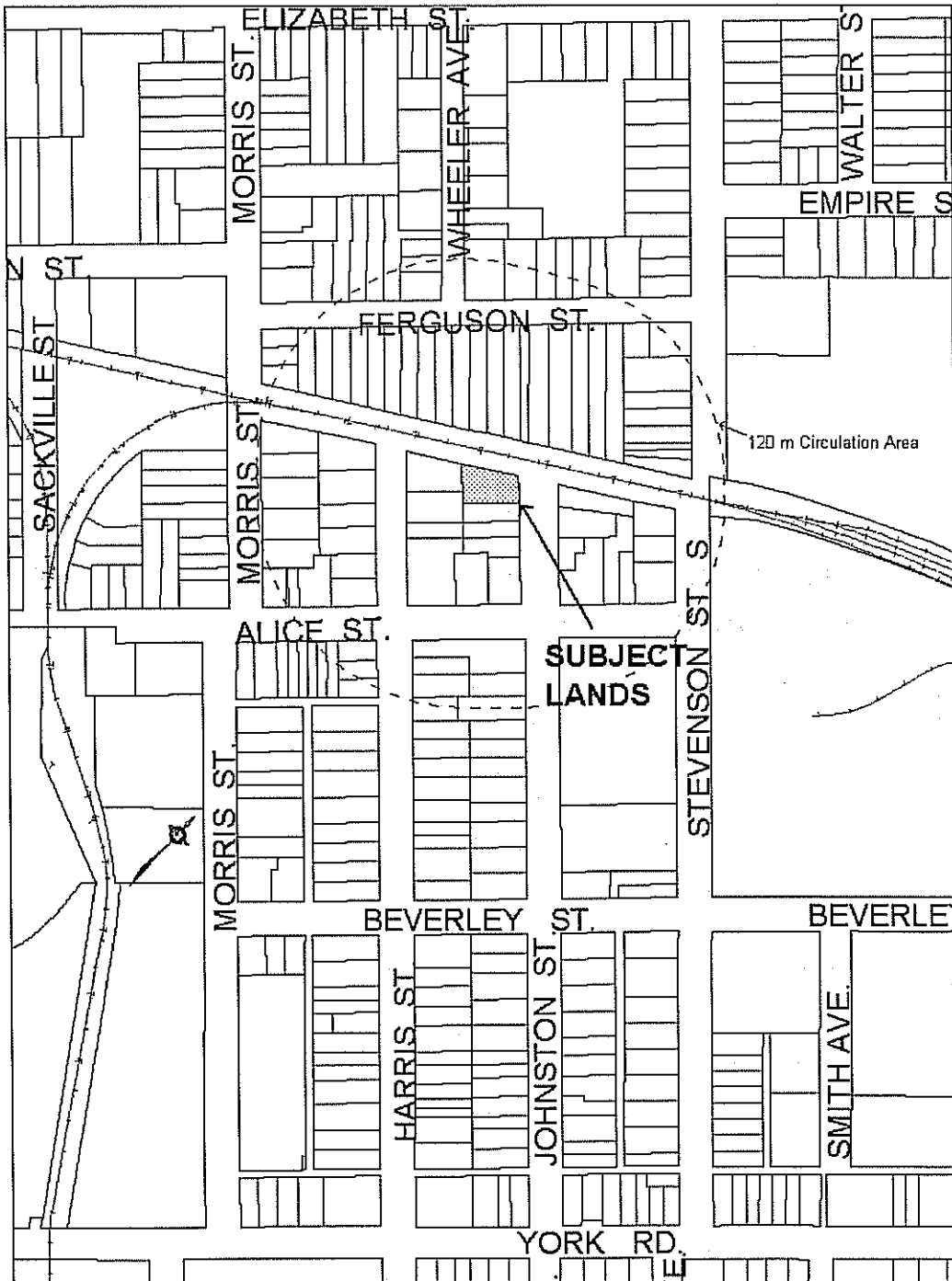


Approved for Presentation:
Member, Transitional Executive Team

T:\Planning\COUNCIL REPORTS\Council Reports - 07\07-40\06-05) 3 & 5 Johnston St (Melissa C).doc

SCHEDULE 1

Location Map



SCHEDULE 2

Proposed Zoning By-law Amendment Regulations

The property affected by this Zoning By-law Amendment is municipally known as 3 and 5 Johnston Street and legally described as legally described as Lots 37 and 38, Registered Plan 375, designated as Part 1 of Reference Plan 61R-10533, City of Guelph.

The following zoning is proposed:

R.2 (Residential Semi-Detached / Duplex) Zone

Regulations

Permitted Uses

In accordance with Section 5.2.1 of Zoning By-law (1995) – 14864, as amended.

Regulations

In accordance with Section 5.2.2 of Zoning By-law (1995) – 14864, as amended.

SCHEDULE 3

Committee of Adjustment Decision



Planning and Development Services
Working Together to Build Our Community



COMMITTEE OF ADJUSTMENT
APPLICATION NUMBER B-18/06

The Committee, having had regard to the matters that are to be had regard to under Sections 51(17) of the Planning Act R.S.O. 1990, Chapter P.13, as amended, and having considered whether a plan of subdivision of the land in accordance with Section 51 of the said Act is necessary for the proper and orderly development of the land, passed the following resolution:

"THAT in the matter of an application under Section 45(1) of the Planning Act, R.S.O. 1990, c.P13, as amended, consent for severance of Lot 38, Part Lot 37, Registered Plan 375, Johnston Street, a parcel, irregular in shape, with a frontage along Johnston Street of 16 metres (52.49 feet) and a depth of 36.881 metres (121 feet), be approved, subject to the following conditions:

1. That the owner pays the watermain frontage charge of \$8.00 per foot of frontage for 49.25 feet (15.01-metres), prior to endorstation of the deeds.
2. That if the existing driveway and curb cut to lot 38 is not going to be used, then the owner shall pay the actual cost of the construction of a new driveway entrance and curb cut and curb fill on lot 38, with the estimated cost of the works, as determined by the City Engineer being paid, prior to endorstation of the deeds.
3. That the owner will be responsible for the actual cost of the construction of the new driveway entrance and the required curb cut on part of lot 37, with the estimated cost of the works being paid, prior to endorstation of the deeds.
4. That the owner pay to the City, as determined applicable by the City's Director of Finance, development charges and education development charges, in accordance with City of Guelph Development Charges By-law (2004)-17361, as amended from time to time, or any successor thereof, and in accordance with the Education Development Charges By-laws of the Upper Grand District School Board (Wellington County) and the Wellington Catholic District School Board, as amended from time to time, or any successor by-laws thereof, prior to issuance of a building permit, at the rate in effect at the time of issuance of the building permit.
5. That prior to the issuance of a building permit on part of lot 37 and lot 38, the owner shall pay the flat rate charge established by the City per metre of road frontage to be applied to tree planting for the said lot.
6. That the owner shall pay the full cost associated with the removal of the picket fence from the Johnston Street road allowance, prior to endorstation of the deeds.
7. That the owner pays the actual cost for sanitary and water laterals including curb cuts and fills, with a deposit of the estimated cost of the above-noted works, as determined by the City Engineer being paid, prior to endorstation of the deeds.
8. That the owner constructs the new dwelling at such an elevation that the lowest level of the building can be serviced with a gravity connection to the sanitary sewer.

Page 1 of 4



9. That the owner enters into a Storm Sewer Agreement, as established by the City, providing for a grading and drainage plan, registered on title, prior to endorsonation of the deeds.
10. That the owner demolishes the existing garage, prior to endorsonation of the deeds.
11. That a legal off-street parking space be created on part of Lot 37 and Lot 38, Registered Plan 375 at a minimum setback of 6-metres from the Johnston Street property line.
12. That the owner provides a legal off-street parking space on the retained lands (9 Johnston Street, Lots 36 and part of lot 37, Registered Plan 375, prior to endorsonation of the deeds.
13. That the owner shall make arrangements satisfactory to the Engineering Department of Guelph Hydro Electric Systems Inc. for the servicing of part of Lot 37 and Lot 38, Registered Plan 375, prior to the issuance of a building permit.
14. That prior to endorsonation of the deeds, the owner shall enter into an agreement with the City, registered on title, satisfactory to the City Engineer, agreeing to satisfy the above-noted conditions and to develop the site in accordance with the approved plans.
15. That prior to endorsonation of the deed, the applicant makes arrangements for provision of hydro servicing to the severed lot, satisfactory to the Technical Services Department of Guelph Hydro Electric Systems Inc.
16. That the retained parcel (Lot 36) shall have the following warning clause registered on title.

"Warning: Guelph Junction Railway or its assigns or successors in interest has or have a right-of-way in the future, including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuation measures in the design of individual dwelling(s). Guelph Junction Railway will not be responsible for any complaints or claims arising from use of such facilities and or operations on, over or under the aforesaid right-of-way."

17. That prior to the issuance of a building permit for Part Lot 37/Lot 38 the Owner shall:
 - a) Investigate the noise and vibration levels on the site and determine the mitigation measures which are satisfactory to the Guelph Junction Railway and the Ministry of Environment in achieving applicable provincial criteria. An acoustical and vibration report prepared by a qualified professional engineer containing the recommended control measures shall be submitted in duplicate to the Guelph Junction Railway and the Ministry of Environment for review and approval.
 - b) The Owner shall register on title to the lands and place the following warning clause in all agreements of purchase and sale or lease on the Lands that are within 300 metres of the railway right-of-way.

"Warning: Guelph Junction Railway or its assigns or successors in interest has or have a right-of-way in the future, including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuation measures in the design of individual dwelling(s). Guelph Junction Railway will not be responsible for any complaints or claims arising from use of such facilities and or operations on, over or under the aforesaid right-of-way."



-
- c) The Owner shall erect and maintain a fence satisfactory to the Guelph Junction Railway along the property line shared with the Railway.
 - d) The Owner shall not without the approval of the Guelph Junction Railway alter the existing drainage effecting Railway property.
 - e) Any and all construction and maintenance activities on the proposed dwelling must be undertaken from the owner's property without entering upon or effecting Railway property."
18. That the applicant pay to the City, as determined applicable by the City's Director of Finance/Treasurer, development charges and education development charges, in accordance with City of Guelph Development Charges By-law (2004)-17361, as amended from time to time, or any successor thereof, and in accordance with the Education Development Charges By-laws of the Upper Grand District School Board (Wellington County) and the Wellington Catholic District School Board, as amended from time to time, or any successor by-laws thereof, prior to issuance of a building permit, at the rate in effect at the time of issuance of the building permit.
 19. That the applicant shall pay to the City cash-in-lieu of park land dedication in accordance with By-law (1989)-13410, as amended from time to time, or any successor thereof, prior to the endorsation of the deeds, at the rate in effect at the time of the endorsation.
 20. That the existing detached garage on the severed parcel be demolished prior to the endorsation of the deeds.
 21. That the elevation and design for the new dwelling on the severed parcel be submitted to, and approved by the Director of Planning and Development Services, prior to the issuance of a building permit for the new dwelling.
 22. That a site plan be prepared for the severed parcel indicating:
 - a) The location and design of the new dwelling;
 - b) The location and extent of driveway and legal off-street parking space for the new dwelling; and
 - c) Grading, drainage and servicing information as required by the Director of Planning and Development Services.All of the above to be submitted to, and approved by the Director of Planning and Development Services, prior to the issuance of a building permit for the new dwelling.
 23. Prior to the issuance of any building permit for the lands, the owner shall pay to the City, the City's total cost of reproduction and distribution of the Guelph Residents' Environmental Handbook, to all future homeowners or households within the project, with such payment based on a cost of one handbook per residential dwelling unit, as determined by the City.
 24. That the applicant submit a Noise and Vibration study to the satisfaction of the Director of Planning and Development Services and the City Engineer prior to the endorsation of the deeds. Further that any recommended conditions from the approved study be included in the design of the dwelling and/or development of the lot to the satisfaction of the Director of Planning and Development prior to the issuance of a building permit.

City of Guelph

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COMMITTEE OF ADJUSTMENT
APPLICATION NUMBER B-18/06

Decision

25. That prior to the endorsonation of the deeds, a deeming by-law is passed to consolidate lots 37 and 38.
26. That prior to the endorsonation of the deeds, the owner shall enter into an agreement with the City, registered on title, agreeing to satisfy the above-noted conditions and to develop the site in accordance with the approved plans.
27. That the documents in triplicate with original signatures to finalize and register the transaction be presented to the Secretary-Treasurer of the Committee of Adjustment along with the administration fee required for endorsement, prior to July 14, 2007.
28. That all required fees and charges in respect of the registration of all documents required in respect of this approval and administration fee be paid, prior to the endorsement of the deed.
29. That the Secretary-Treasurer of the Committee of Adjustment be provided with a written undertaking from the applicant's solicitor, prior to endorsement of the deed, that he/she will provide a copy of the registered deed/instrument as registered in the Land Registry Office within two years of issuance of the consent certificate, or prior to the issuance of a building permit (if applicable), whichever occurs first.
30. That a Reference Plan be prepared which shall indicate the boundaries of the severed parcel, any easements/right-of-way and building locations, and that this Plan shall be deposited in the Land Registry Office and a deposited copy thereof be also filed with the Secretary-Treasurer."

Members of Committee
Concurring in this Decision

The last day on which a Notice of Appeal to the Ontario Municipal Board may be filed is August 3, 2006.

I, Kim Fairfull, Secretary-Treasurer, hereby certify this to be a true copy of the decision of the Guelph Committee of Adjustment and this decision was concurred by a majority of the members who heard this application at a meeting held on July 11, 2006.

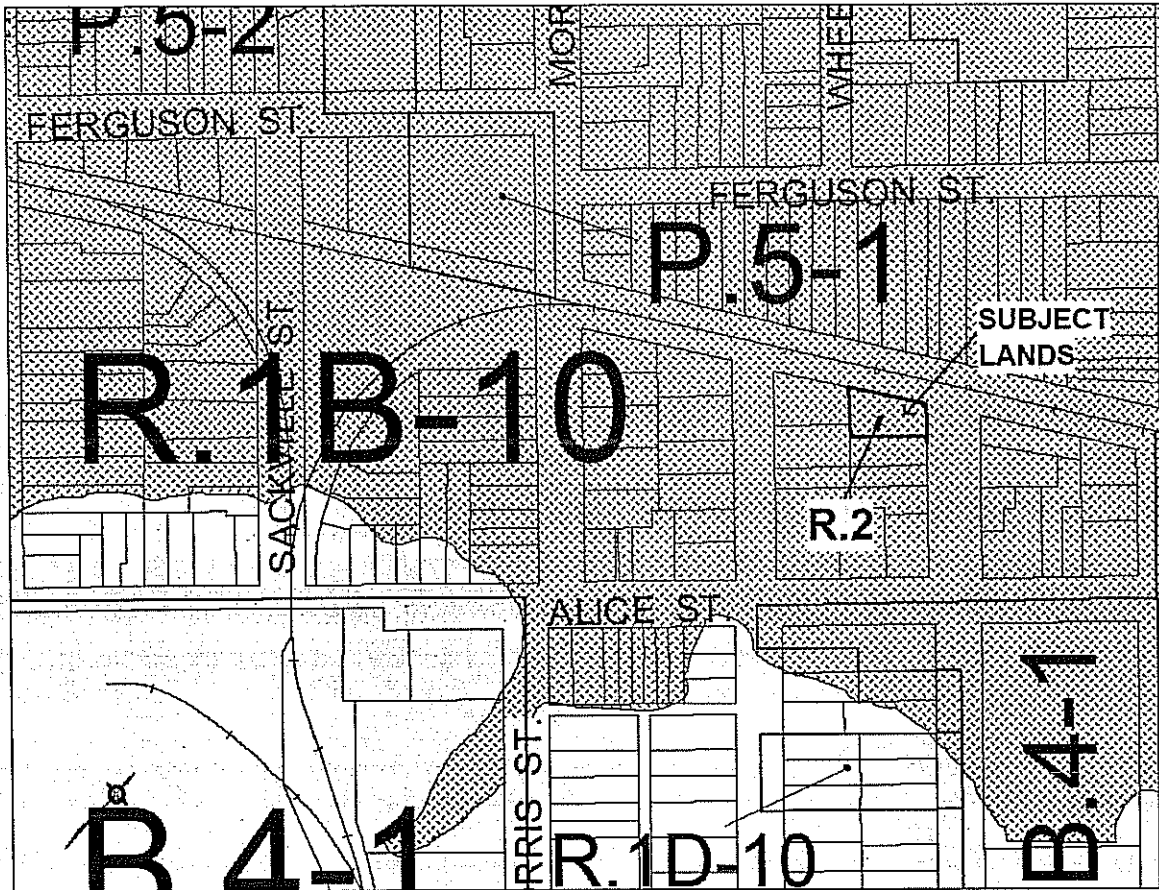
Dated: July 14, 2006

Signed:

Page Mailing Address: City Hall, 59 Carden Street, Guelph ON N1H 3A1 Web Site: guelph.ca
Building Office: 2 Wyndham St. N, 2nd Floor, Guelph ON, Tel: (519) 837-5615, Fax: (519) 822-4632, Email: cofa@guelph.ca

SCHEDULE 4

Proposed Zoning



LANDS WITHIN THE FLOOD FRINGE (See Section 12.3)

SCHEDULE 5

Circulation Comments

<u>RESPONDENT</u>	<u>NO OBJECTION OR COMMENT</u>	<u>CONDITIONAL SUPPORT</u>	<u>ISSUES/CONCERNS</u>
Planning	✓		
Engineering	✓		
Parks Planning	✓		
Finance	✓		
Emergency Services	✓		
Economic Development	✓		
Police Service	✓		
Wellington Catholic District School Board	✓		
Guelph Hydro	✓		
Guelph Chamber of Commerce	✓		
County of Wellington	✓		
Guelph Junction Railway	✓		

SCHEDULE 6

Public Notification Summary

February 5, 2007	Application submitted to the City of Guelph.
March 12, 2007	Notice of Application Sign erected on the subject property.
March 26, 2007	Notice of Application mailed to prescribed agencies and surrounding property owners within 120 metres.
May 15, 2007	Notice of Public Meeting mailed to prescribed agencies and surrounding property owners with 120 metres.
June 5, 2007	Public Meeting of City Council.



City of Guelph

Report:

COMMUNITY DESIGN AND DEVELOPMENT SERVICES (Report 07-53)

TO: Council

DATE: 2007/06/05

**SUBJECT: 0 WOODLAWN ROAD WEST: PROPOSED ZONING
AMENDMENT (ZC0701) – WARD 3**

RECOMMENDATION:

“THAT Report 07-53 dated June 5, 2007 regarding a zoning by-law amendment for property municipally known as 0 Woodlawn Road West from Community Design and Development Services BE RECEIVED; and

THAT the Zoning By-law amendment application from 6 & 7 Developments Ltd for property municipally known as 0 Woodlawn Road West and legally described as Part of Lots 4, 5, 6 and 7, Registered Plan 169, designated as Part 2, 3, 4, 5, 6 and 7 of Reference Plan 61R-9980, City of Guelph be placed on a future City Council meeting agenda for a decision.”

SUMMARY:

This report provides information on a zoning amendment application from 6&7 Developments Ltd.

BACKGROUND:

An application was received from 6 & 7 Developments Ltd for a zoning amendment for the property municipally known as 0 Woodlawn Road West and legally described as Part of Lots 4, 5, 6 and 7, Registered Plan 169, designated as Part 2, 3, 4, 5, 6 and 7 of Reference Plan 61R-9980, City of Guelph. The application was deemed by the City to be a complete application on January 4, 2007.

Location

The subject property is located at the northwest corner of the intersection of Woodlawn Road and Woolwich Street (see **Schedule 1**). The subject property

A Great Place to Call Home

includes the recently constructed Wal-Mart store and commercial centre. Surrounding land uses include commercial properties to the east and west, a cemetery to the south and the Ignatius Jesuit Centre to the north.

The site is a 12.54 ha parcel with 200 metres of frontage on Woolwich Street.

Official Plan Designation

The property is designated 'Mixed Use Node' in the Official Plan. This designation permits a wide range of retail, service, entertainment and recreational commercial uses as well as complementary uses including open space, institutional, cultural and educational uses, hotels and live-work studios. Medium and high density multiple unit residential development and apartments are also permitted.

Section 7.4 (Commercial and Mixed Use) of the Official Plan applies to this application. This section includes urban design policies for commercial centres and mixed use areas.

Existing Zoning

The subject property is currently zoned UR (Urban Reserve), SC.2-3 (Service Commercial) and CC-18 (Community Shopping Centre). See **Schedule 2** for the permitted uses in each of these zones.

REPORT:

Description of Proposed Zoning Amendment

The applicant proposes to amend the zoning on the subject property from the UR (Urban Reserve) Zone, the SC.2-3 (Service Commercial) Zone and the CC-18 (Community Shopping Centre) Zone to a new specialized CC(Community Shopping Centre) Zone to permit a maximum gross floor area for the subject property of 32 600 square metres of commercial space. The maximum gross floor area includes the existing Wal-Mart store (12 470 square metres) and a proposed 6000 square metre addition to Wal-Mart.

The applicant proposes that the uses permitted in the existing CC-18 Zone on the site be extended to the entire subject property.

The CC-18 Zone permits the following uses:

(Junior) Department Store
Art Gallery
Artisan Studio
Club
Day Care Centre
Financial Establishment

Group Home
Library
Medical Clinic
Medical Office
Office
Personal Service Establishment

Religious Establishment
Restaurant
Restaurant (take-out)
Retail Establishment
Veterinary Service
Amusement Arcade
Commercial Entertainment
Commercial School

Funeral Home
Garden Centre
Public Hall
Recreation Centre
Rental Outlet
Tavern
Taxi Establishment

The CC-18 Zone excludes the following uses:

Carwash (Automatic and Manual)
Dry Cleaning Outlet

Laundry
Vehicle Gas Bar

Supporting Documents

1. 6&7 Commercial Development Functional Servicing Report, West Expansion Area. Prepared by Pitura Husson Limited. Dated September 2006.
2. Environmental Noise Assessment Woodlawn Road and Woolwich Street, Proposed Expansion to Retail Centre. Prepared by Valcoustics Canada Ltd. Dated December 21, 2006.
3. Woodlawn Road/Woolwich Street Development Traffic Study. Prepared by iTRANS Consulting Inc. Dated December 2006.
4. 6&7 Developments Ltd. Planning and Urban Design Analysis. Prepared by Bousfields Inc. Dated December 21, 2006.

Public Comments

The following issues were submitted during the circulation of this application:

- Staging / timing of commercial development
- Traffic impacts, volume and congestion
- Expansion of node is premature
- Environmental impacts
- Noise and visual impacts on cemetery

The letters received during the circulation of this application are attached in **Schedule 4**.

Staff Review

The review of this application will address the following:

- How this application fits with the 'Mixed Use Node' designation
- Urban design and zoning regulations to achieve design principles
- Range of Permitted Uses

- Traffic impact study and requirement for conditions
- Stormwater management and servicing
- Other comments and issues raised during the circulation of the application

FINANCIAL IMPLICATIONS:

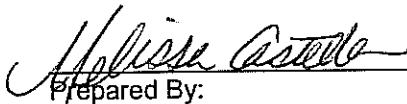
Financial implications will be reported on in the future Community Design and Development Services recommendation report to Council.

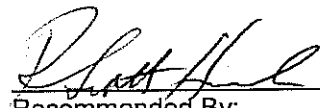
COMMUNICATIONS:

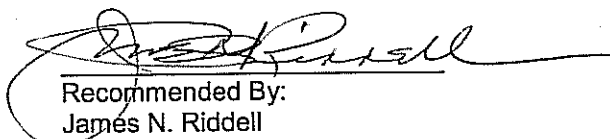
The Notice of Application was circulated on March 22, 2007.
The Notice of Public Meeting was circulated on May 15, 2007.


ATTACHMENTS:

- Schedule 1 – Location Map
- Schedule 2 – Existing Zoning: Permitted Uses
- Schedule 3 – Preliminary Site Concept Plan
- Schedule 4 – Comment Letters (received as of May 18, 2007)


Prepared By:
Melissa Castellan
Senior Development Planner

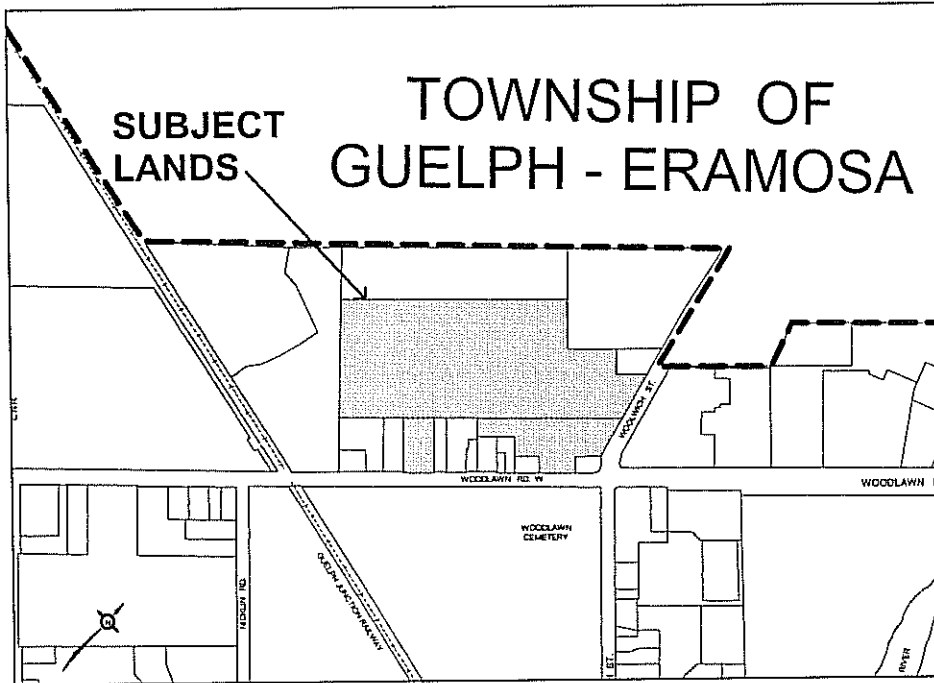

Recommended By:
R. Scott Hannah
Manager of Development and Parks
Planning


Recommended By:
James N. Riddell
Director of Community Design and Development
Services


Approved for Presentation:
*on behalf of the
Transitional Executive Team*

Schedule 1

Location Map



SCHEDULE 2

EXISTING ZONING

UR (URBAN RESERVE) ZONE

Agriculture, Livestock Based
Agriculture, Vegetation Based (mushroom farms shall not be permitted)
Conservation Area
Flood Control Facility
Outdoor Sportsfield Facilities
Recreation Trail
Wildlife Management Area
Accessory Uses in accordance with Section 4.23

SC.2-3 (SERVICE COMMERCIAL)

Amusement Arcade
Artisan Studio
Commercial Entertainment
Convenience Store
Dry Cleaning Outlet
Financial Establishment
Hotel
Laundry
Medical Clinic
Medical Office
Office
Print Shop
Recreation Centre
Restaurant
Restaurant (take-out)
Vehicle Parts Establishment
Vehicle Sales Establishment
Veterinary Service
Accessory Uses in accordance with Section 4.23
Occasional Uses in accordance with Section 4.21

CC-18 (SPECIALIZED COMMUNITY SHOPPING CENTRE) ZONE

(Junior) Department Store
Art Gallery
Artisan Studio

A Great Place to Call Home

Club
Day Care Centre
Financial Establishment
Group Home
Library
Medical Clinic
Medical Office
Office
Personal Service Establishment
Religious Establishment
Restaurant
Restaurant (take-out)
Retail Establishment
Veterinary Service
Amusement Arcade
Commercial Entertainment
Commercial School
Funeral Home
Garden Centre
Public Hall
Recreation Centre
Rental Outlet
Tavern
Taxi Establishment

The CC-18 Zone excludes the following uses:

Carwash (Automatic and Manual)
Dry Cleaning Outlet
Laundry
Vehicle Gas Bar

SCHEDULE 4

Comment Letters

Melissa Castellan

From: RSD [rsd@not-there.ca]
Sent: Tuesday, April 17, 2007 11:13 AM
To: Melissa Castellan
Cc: Lise Burcher
Subject: Re: wal-mart expansion

April 17, 2007

Re: 0 Woodlawn Road West: Proposed Zoning Amendment to permit commercial buildings (ZC 0701)

Dear Ms Castellan,

This correspondence is to place on record that Residents for Sustainable Development in Guelph opposes the zoning amendment sought by 6&7 Developments Ltd. for the above property.

While it is acknowledged the city's commercial policy review recommended this corner be earmarked for future development, the time frame covered by the review takes us to 2021. Given that this site's location is in one of the least populated areas of the city, and that the vast majority of residential growth is to the west, east and south, allowing more commercial development on this site now would only delay or even stop commercial development in areas where shopping and services are more needed. The west end is still underserviced and the east end has waited far too long.

This city has recently undertaken a development priorities plan to control how residential growth should take place and in what order. It would only be prudent therefore to undertake a similar exercise for commercial development, to ensure services are located where the people live and to reduce the environment impact of people accessing those services.

Ben Bennett
Residents for Sustainable Development in Guelph

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April 19, 2007

Mrs. Melissa Castellan
Senior Development Planner
Community Design and Development Services
City of Guelph
59 Carden Street
GUELPH, Ontario
N1H 3A1

Dear Mrs. Castellan:

Re: 0 WOODLAWN ROAD WEST: Proposed Zoning By-law Amendment to permit commercial buildings (File ZC0701)

Thank you for your notice of March 22, 2007. The Guelph Development Association supports the proposed zoning amendment. Since the adoption of Official Plan Amendment 29, these lands are now designated as a Mixed Use Node and the property is being developed in accordance with this designation. It is appropriate that the adjacent lands be zoned and developed to enhance the viability of this node.

The specialized regulations implement principles of urban design that were addressed as part of the commercial policy review and reduction of parking is appropriate given the size of this centre and the City's desire to promote transit use throughout the City.

We encourage the City to expedite the processing of this application

Yours truly

A handwritten signature in black ink, appearing to read 'Tom Krizsan', written over a horizontal line.

Tom Krizsan
President

GUELPH DEVELOPMENT ASSOCIATION • BOX 964 • GUELPH, ONTARIO N1H 6N
TEL: 519-822-8511 FAX: 519-837-3921

Barbara and John Buttars
35 Dean Ave.
Guelph, ON N1G 1K6
bjbuttars@sympatico.ca

20 April 2007 COMMUNITY DESIGN AND
DEVELOPMENT SERVICES

APR 24 2007

Melissa Castellan,
Senior Development Planner,
Community Design and Development Services,
Planning Division,
City Hall,
59 Carden St.,
Guelph, ON
N1H 3A1

Dear Ms. Castellan:

RE: 0 Woodlawn Road West: Proposed Zoning Amendment to permit commercial buildings (ZC 0701)

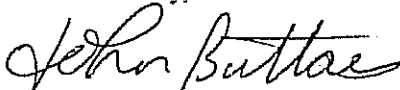
I am writing with a request that before this proposed zoning amendment is granted the City of Guelph develop a plan, in concert with the Cemetery Board, for mitigation of noise and visual concerns for the Woodlawn Cemetery along Woodlawn Road from the intersection with Woolwich St. to past the railway tracks, thus to include the whole of the proposed new section of the cemetery. The increase of traffic noise because of the enormous increase in commercial use on Woodlawn Road has a direct impact on this jewel of a cemetery.

On a number of different occasions over the years, including letters to the editors of our local papers, I have expressed concerns for the impact on people who use the cemetery because of these commercial developments. As one who has conducted many burial services as one of the ministers at Harcourt Memorial United Church (1976-2006) I can attest to the distraction of the traffic. In addition, I have a family member buried in the cremation gardens immediately across from fast food restaurants on Woolwich St. and the beauty of the cemetery and the plastic veneer of those establishments is a jarring contrast.

In addition, I have a concern with Schedule 3: Preliminary Concept Plan for Site Development that is included in the package your office provided. It was my understanding that the berms protecting the Marymount Cemetery and the Ignatian farm were to extend across the full length of the property line. As presently drawn they extend only a little more than half way. I would appreciate an explanation of this.

Thank you for considering my concerns.

Yours sincerely,


John Buttars

Cc Mayor Karen Farbridge
Members of the City Council (e-mail)

Mon Apr. 23/07

APR 23 2007

This note is to comment on the proposed expansion of the Walmart node.

I believe the proposed expansion of the Walmart node is premature.

There is no reason why this needs to be done all at once. The up to 600,000 sq. ft. proposal needs to be carefully examined.

As a small business owner I have been affected by the current development of this node. New earth is stressed by many factors and ^{an increased} oriented shopping is not going to help the environment or local independent retailers.

I believe it would benefit all of us on many fronts to slow down and examine more carefully how this expansion will influence our environment, our local small business and our moral obligations on many levels.

Thoughtful development can only be to our advantage locally and globally.

Sincerely,

Belton Woods

CLOVER WOODS
26 ELORA ST. EVELPH N1H2X8

H 821-2559 W 822-9902

April 23, 2007

Melissa Castellan

Senior Development Planner
Community Design and Development Services
City of Guelph

Re: 0 Woodland Road West: Proposed Zoning Amendment to permit commercial buildings (ZC 0701)

I am writing to register my objection to the proposed zoning amendment for 0 Woodland Road West.

As a neighbour to commercial amendment proposal I believe that we have a voice that should be heard. I have to admit that I am disappointed in the previous City Council for ignoring our interests when Wal-Mart requested an amendment to the zoning to accommodate their current construction of a retail store. Obviously this is all part of the "master plan" to build more and build bigger with no regard for the impact on traffic, the environment or impact on the surrounding community.

I live about two kilometers from the proposed mega shopping zone. We purchased our home in this location because it was handy to most amenities yet not congested or in a dense urban area with ugly commercial nodes like in some cities nearby.

It is my opinion that this is a poor location for such a large commercial development for several reasons: the substantial impact on traffic with congestion on a major thoroughfare (Woodland Road) and Highway #6; this type of development may be better suited to a location that has more current residential development and expansion (ie. closer to the south end of Guelph) with roads designed to accommodate the increased traffic volume at peak times & the negative impact on the community in which I live (including increased traffic congestion & smog).

Sincerely,

Hector Barber & Dawn Gray
54 Bedford Rd, RR 5
Guelph, ON N1H 6J2
519-821-4340

April 23, 2007

RE: O Woodlawn Road West: Proposed Zoning Amendment to permit commercial buildings (ZC 0701)

Dear Ms. Castellano:

Thank you for the opportunity to provide comment on the application identified above. I would like to submit the following comments in support of the objection to the Amendment already filed by Residents for Sustainable Development.

The concerns I address fall into the following categories:

- Official Plan Amendment #29 and phasing
- Other concerns regarding OPA #29
- Consistency with the Places to Grow Transportation Demand Management Requirements
- 3-Ds of Density, Diversity and Design
- Places to Grow density requirements for minimum 50 jobs and residents combined per hectare of greenfield
- Provincial Policy Statement (PPS) requirements for compact development
- Mixed-use development as required by the PPS.
- Housing requirements of the PPS
- Walkable and bikeable communities
- PPS requirements for energy efficiency.
- Business opportunities for small businesses.
- Potential drain on tax base

COMMUNITY DESIGN
DEVELOPMENT SERVICE
APR 23 2007

1) Official Plan Amendment #29 and phasing:

A report from Planning and Building Services in a Planning, Environment and Transportation Committee report, dated November 14, 2005, stated that: "Council's decision in July, 2005, established the overall direction with respect to: the amount of commercial space to be planned, consistent with the needs of city residents as the community grows to 2021."

The Official Plan Amendment #29 approved by the previous Council never adequately addressed the issue of phasing. Under a medium growth scenario, the additional retail space to be added was identified as 1,926,000 square feet. Under a high growth scenario, this rises to 2,220,000 square feet. My understanding is that these amounts were based on market studies to meet the consumer needs of the population. However, as the planning department identifies, the square footage added is to meet anticipated needs to the year 2021. It is now 2007, 14 years from that date. My question is whether the intent of the OPA #29 was to have all 2 million square feet built within an 18-month period? Careful attention needs to be paid to the impacts on other commercial enterprises in the City if this square footage is added too quickly. Background documents provided for OPA #29 stated that "By the year 2021, Guelph is expected to be a city of

approximately 140,000 people". That is not currently the case. We need to plan carefully so as not to create an over-supply of commercial space which may trigger negative impacts on the existing balance of retail.

The 2005 Provincial Policy Statement specifically mandates that phasing policies be implemented:

1.1.3.8. Planning authorities shall establish and implement phasing policies to ensure the orderly progression of development within *designated growth areas* and the timely provision of *infrastructure* and *public service facilities* required to meet current and projected needs. -

According to the definitions section of the PPS, **Designated growth areas:** means lands within *settlement areas* designated in an official plan for growth over the long-term planning horizon provided in policy 1.1.2, but which have not yet been fully developed. *Designated growth areas* include lands which are designated and available for residential growth in accordance with policy 1.4.1(a), as well as lands required for employment and other uses.

The 2005 Provincial Policy Statement also has further implications for the timing of development at the site in question:

1.1.3.6 Planning authorities shall establish and implement phasing policies to ensure that specified targets for *intensification* and *redevelopment* are achieved prior to, or concurrent with, new development within *designated growth areas*.

The previous Council set specified targets for commercial intensification and redevelopment in their decision of July 25th, 2005 regarding the Allocation of Commercial Space. The targets specified for "Downtown Intensification Centre, Neighbourhood, Convenience and Existing Centres" were 350,000 square feet under a medium growth scenario and 500,000 square feet under the High Growth scenario.

The PPS indicates that these targets must be achieved prior to, or concurrent with, new development within designated growth areas. It appears that this legislation will also apply to other major commercial nodes identified within OPA #29.

The Places to Grow Growth Plan also further prioritizes development in our downtown.

2.2.4.4. Urban growth centres will be planned -

- a) as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses
- b) to accommodate and support major transit infrastructure
- c) to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses
- d) to accommodate a significant share of population and employment growth.

Downtown Guelph will be "planned to achieve, by 2031, or earlier, a minimum gross density target of - c) 150 residents and jobs combined per hectare."

Perhaps the key principle is that phasing of commercial development should be decided by Council in consultation with the community, not driven by developer timelines.

2) Other concerns about OPA #29

I have a number of other concerns about OPA #29. The Allocation for Commercial Space was set by the previous Council on July 25th, 2005, the culmination of a process which had begun years before. That spring, the Provincial Policy Statement came into effect on March 1, 2005. I remain concerned that OP #29 did not fully take into account the sweeping changes envisioned in the PPS. OPA #29 was also enacted prior to the finalization of the Places to Grow Growth Plan which took effect on June 16, 2006. The Planning Department and the current Council need to make sure that our Official Plan will be consistent with the requirements of Places to Grow.

Perhaps most disturbing is that the framework for OPA #29 was based on a very limited group of predominantly outside developers. The list as provided to me by the Planning Department is as follows:

- Aird & Berlis on behalf of Westminster Woods and Loblaw Properties
- Smith Valeriotte on behalf of a local property owner
- Bousfields Inc. on behalf of 6&7 Developments
- Residents for Sustainable Development in Guelph
- R. Stephen Rodd
- First Gulf Development Corporation
- 6&7 Developments
- Mason Real Estate
- Stone Gate Properties Inc.
- Armel Corporation
- Lloyd Sheiner on behalf of the Stone Square Centre

This narrow group which provided the framework for OPA #29 stands in stark contrast to the extensive public input which is being solicited under the City of Guelph's Local Growth Management Study. This study will be the key vehicle to address Places to Grow Policies. I believe more weight needs to be given to broad public consultation which reflects the new reality of Places to Grow, rather than OPA #29 which was approved prior to the Growth Plan being enacted. Council needs to wait until the Growth Management Study is completed before approving massive additional development at what promises to be *the* biggest commercial node in the city. My understanding is that options generated by the Growth Management Study will be ready for evaluation in the fall of this year.

The other significant consultation which is underway is the Urban Design Action Plan. According to information from Community Design and Development Services, "The results of the Urban Design Action Plan will set the groundwork for process and procedure improvements, more effective urban design standards and guidelines and Official Plan policies to set the framework for effective use of urban design tools under Bill 51, the recent revisions to the Planning Act."

Again, I do not see any urgency to the expansion of commercial space on the O Woodlawn site. Over 200,000 new square feet of commercial space came on line within the past year. I believe it would be prudent to wait until the Urban Design Action Plan has been completed before proceeding with any further development at the site.

3) Consistency with the Places to Grow Transportation Demand Management Requirements

The preliminary site plan is not consistent with Places to Grow Transportation Demand Management Requirements.

Places to Grow states the following:

3.2.2. Transportation – General

5. Municipalities will develop and implement *transportation demand management* policies in official plans or other planning documents, to reduce trip distance and time, and increase the *modal share* of alternatives to the automobile.

This is further underlined by the 2005 Provincial Policy Statement.

1.6.5.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.

1.6.5.5 Transportation and land use considerations shall be integrated at all stages of the planning process.

Guelph already has a template for local transportation demand management policies in Chapter 4 of the *Guelph Wellington Transportation Study*.

Here is an excerpt from section 4.2: Land Use and Urban Design Practices

The arrangement of land uses and the urban form of the community are the *most important and effective long-term influences* (their emphasis) on how people move throughout the community. The way in which land is used generates trips which in turn lead to the need for construction of transportation facilities. These transportation facilities provide accessibility which in turn influences land value and affects the use of land. Land uses directly influence transportation systems, and in turn, transportation systems directly influence land uses adjacent to the transportation facilities.

Many communities are putting greater emphasis on the relationships between land use and urban form and their transportation system, particularly in relation to supporting increased walking, cycling and public transit use. *Contemporary community planning promotes mixing of land uses, concentration of activities in nodes and corridors and an emphasis on the "3 Ds" (density, diversity and design) in those areas where public transit is provided.* (my emphasis). The objective is to create highly pedestrian- and bicycle-friendly urban environments which also support the provision of public transit.

An urban form based on a series of nodes and corridors provides an ideal setting for an efficient transit system and continued investment in transit operations. In this manner, activities are concentrated in certain locations, thereby reducing the need to travel by car given the other choices available (walking, cycling and transit). This urban form also maximizes the number of people living and working in close proximity to transit and provides the support base for higher frequency operations.

The City of Guelph Official Plan contains a series of goals and objectives which promote compact urban form, mixed use development, intensification and increased residential densities, and service by all forms of transportation.

Implementing Transportation Demand Management is not only required by legislation, it is essential to the health and economic well-being of the community. The Guelph-Wellington Transportation Study states that “survey data indicates that travel demands in the study are growing significantly faster than the population, placing accelerated demands on the transportation system...”

As the movement of people and goods through the community slows down, businesses experience a direct impact on their bottom line.

The Ontario College of Family Physicians has also identified a number of adverse impacts generated by low density development and car dependence: air pollution, poor social and mental health, road injuries and fatalities and obesity. Details of their literature review can be found in their “Report on Public Health and Urban Sprawl in Ontario”.

4) 3-Ds of density, diversity and design:

The preliminary site plan does not appear to deliver the 3-Ds of density, diversity and design.

Again, I quote from the Guelph-Wellington Transportation Study

4.2.2 Urban Form

An urban form that is supportive of transportation alternatives to the auto would consist of system of nodes and corridors which provide for concentration of activities and mix of land uses in proximity to each other, thereby minimizing the need to use automobiles for many trips. *Nodes are locations for a diverse concentration of activities at higher densities* (my emphasis) while corridors are areas between nodes along transit routes where higher densities and a mix of uses are also found. The nodes provide catchment areas for transit service and the intersection of transit corridors.

Development in nodes and corridors should orient activity towards the street to create very walkable environments. (My emphasis)

Current Situation

...The general objectives of the Official Plan support the development and strengthening of the concept of nodes, mix of use and compact form. As well, *the Transportation Strategy Update contains a vision statement emphasizing high density multi-use nodes* (my emphasis) and medium density mixed-use development along the connecting corridors.

How do we Implement?

...*The City should also consider shopping centre policies to accommodate high/medium density residential permissions along with a full range of other appropriate uses.* (My emphasis). Medium density mixed-use policies can be prepared for application along the corridors. The nodes and corridors form and uses could be facilitated through proactive zoning changes rather than waiting for individual proposals.

The City's design guidelines for new development generally support buildings being located closer to the street at transit stops and place parking at the side and rear of buildings to support pedestrian movement along the street. (My emphasis). Policy and zoning in the nodes and corridors could provide incentives for this type of development and minimize regulations. Each node and corridor should have an implementation plan to address density, uses, design and implementation.

Recognizing that a municipality's Official Plan policies regarding urban form are not always consistent with short-term market pressures for development in specific locations, the City should work with the development industry to facilitate urban form and intensification objectives at the nodes. (My emphasis)

My concern is that the current Urban Reserve designation actually provides for a more diverse mix of uses at this node, rather than the proposed Specialized CC (Community Shopping Centre Zone). Under the CC-18 Zone, a mix of service uses is permitted, as well as some institutional and recreational uses. What appears to be lost from the Urban Reserve designation is the open space, educational uses, hotels, live-work studios, and in particular, the medium and high-density multiple unit residential development and apartments.

This is not consistent with the Guelph-Wellington Transportation Study recommendations which state: *...The City should also consider shopping centre policies to accommodate high/medium density residential permissions along with a full range of other appropriate uses.*

Major nodes in the city should provide for residential uses, as well as commercial, employment, institutional, cultural and recreational uses.

From a design perspective, the preliminary site plan does not locate the major building close to the street with parking at the side or rear to support pedestrian movement along the street.

5) Places to Grow requirement for a minimum combined density of 50 residents and jobs per hectare.

Given the new Places to Grow density requirements, it is important that the Planning Department have a clear understanding of exactly how many full-time jobs will be created at this site.

Places to Grow

2.2.7. Designated Greenfield Area

1. New development taking place in designated Greenfield areas will be planned, designated, zoned and designed in a manner that –
 - a) contributes to creating complete communities
 - b) creates street configurations, densities and an urban form that support walking, cycling, and the early integration and sustained viability of transit services
 - c) provides a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods
 - d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.
2. The *designated greenfield area* of each upper- or single-tier municipality will be planned to achieve a minimum *density target* that is not less than 50 residents and jobs combined per hectare.
3. This *density target* will be measured over the entire *designated greenfield* area of each upper- or single-tier municipality.....

Since the total area of this site is 12.54 hectares, the minimum number of jobs required to meet the density requirements set out in the Growth Plan would be 627 full-time jobs. Community Design and Development Services needs to get a firm number of jobs which will be created by the proposed site plan in order to ensure compliance with the legislation. If the site does not deliver the minimum density required, more intensive development will be required in other Greenfield areas to meet the minimum targets. Mechanisms for meeting density requirements need to be clarified prior to approval of the proposed zoning change.

Minimum density requirements can be considered as a condition of granting approval of any proposed zoning change.

The Guelph-Wellington Transportation Study also contains some relevant information about density.

4.2.3 Density

By increasing the density of residential and employment land uses, they can be located closer to one another, thereby encouraging walk/cycle trips between them. Increased residential densities provide a larger market, which will help sustain nearby business

establishments without relying as much on access by car. Future development and intensification in Guelph/Wellington will create more walking and cycling.

... Higher density provides a larger market to help support nearby businesses in nodes and corridors, thereby minimizing auto trips to access services. Higher density and a mix of uses are also known to significantly increase the number of walk trips. It provides other benefits such as reduced land consumption, energy use and air pollution.

How do we Implement?

In conjunction with the previous discussion on nodes and corridors, the City of Guelph should identify appropriate areas where higher residential densities should be permitted and consider proactive OP and zoning changes to permit higher densities as of right in these areas. *Key sites in nodes and corridors should also have minimum densities in addition to maximums in order to achieve desired results.* (My emphasis) Guidelines and zoning criteria should be prepared to ensure that medium and high density development next to neighbouring low rise areas is sensitively designed and sited to promote compatibility.

The strategy to promote intensification and re-urbanization needs firm political commitment and public acceptance. Strategies to educate and promote intensification may be necessary.

6) PPS requirements for compact development.

The preliminary site plan as submitted does not meet PPS requirements for compact development.

1.1.3.7 New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

While some mix of uses is anticipated, the site plan shows very low density use of one-floor big box stores. Much of the site is dedicated to parking.

Places to Grow makes the following statement about Employment Lands:

2.2.6 Employment Lands

10. In planning lands for employment, municipalities will facilitate the development of *transit-supportive*, compact built form and minimize surface parking.

It appears that in the preliminary site plan, surface parking is maximized, not minimized.

7) Mixed-use development as required by the PPS.

1.1.3.7. New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

My concern is that the proposed zoning change will reduce the range of uses allowed on the site, in particular, the medium and high density residential.

The Guelph-Wellington Transportation Study also supports a mix of uses (diversity) in major nodes:

4.2.4 Mix of Uses

Locating a mix of residential, commercial, recreational, institutional and employment land uses in close proximity to each other directly connected by footpaths, sidewalks and bicycle routes reduces the need to drive for many trips. Travel distances are reduced, thereby increasing the probability that trips will be made by walking or cycling rather than by auto. *Locating residential and commercial developments close to the street with parking in behind also creates a more interesting, pedestrian oriented environment which encourages walking and cycling.* (My emphasis) This will reduce the need for auto trips for work, school, shopping, recreation and personal business. *An additional benefit is that both daytime and night time activity is created, promoting safer streets and neighbourhoods.* (My emphasis).

Mixed use development can be vertically integrated in a building, extended along a corridor, or included in a node. (My emphasis) As Guelph matures, opportunities for vertically mixed buildings should increase.

Practicality/Appropriate for Guelph

Many areas of the city could support a mix of uses, particularly the nodes and corridors and sites along the major roads. *Opportunities include intensifying shopping centres by adding residential or office buildings to the site* (my emphasis) and providing for a variety of different land uses along transit routes/arterial roads at medium and high densities, depending on the location.

The primary barriers to promoting mixed use development in Guelph include the current policies' limitations, economic factors and specialization of the development industry, including difficulties in obtaining financing for mixed use projects.

There is a need to influence a change in the prevailing mindset of the development industry and the financial institutions to consider the notion of mixed uses.

How do we Implement?

Firstly, it is necessary to identify appropriate locations for mixed use development, in conjunction with the nodes and corridors review. *The Official Plan can be amended to create new mixed use policies and integrate them with nodes and corridors.* (My

emphasis) This would lead to implementation of new zoning in these areas, including design guidelines to ensure that development supports all modes of transportation and is appropriately scaled to its neighbourhood.

8) Housing requirements of the Provincial Policy Statement.

1.4.3 Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the *regional market area* by:

- a) establishing and implementing minimum targets for the provision of housing which is *affordable* to *low and moderate income households*.

Thirty-three percent of Guelph households are renters. A variety of housing needs to be made available close to the employment lands. Some of the largest areas of employment lands are situated in the north end of the city, within easy travel distance of this node.

Three or four levels of apartments could be built above street level retail oriented to the street along the north side of Woodlawn. This would create a pedestrian friendly environment as well as fostering a truly mixed-use node.

My primary concern is that with the exception of a “Group Home” use, the CC-18 Zoning would eliminate the housing component currently present in the UR zoning. I would advocate that minimum housing and density requirements would be part of any future development on the site.

9) Walkable and bikeable communities.

The preliminary site plan is predominantly oriented towards vehicle use. In general, buildings and their entrances are not oriented towards the street. Parking could be stacked to free up more public space.

10) PPS requirements for energy efficiency.

1.8 ENERGY AND AIR QUALITY

1.8.1 Planning authorities shall support energy efficiency and improved air quality through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where these exist or are to be developed;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by public transit where this exists or is to be developed, or designing these to facilitate the establishment of public transit in the future;
- d) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and

e) promote design and orientation which maximize the use of alternative or renewable energy, such as solar and wind energy, and the mitigating effects of vegetation.

It was a great disappointment that the recently constructed Wal-Mart store did not utilize the green design previously developed for the Vancouver Store. I believe that Wal-Mart spokesperson Kevin Groh said something to the effect that market forces in Guelph did not dictate this particular design.

I would suggest that there have been recent significant shifts both politically and in the marketplace regarding concerns about the environment. The environment is now considered to be the number one priority of Canadians across the country. Locally, Guelph citizens elected a Council which is more committed to sustainable development. There have been some very interesting local initiatives in the area of group purchases of solar power and community-based energy plans.

I noticed that Wal-Mart was featured in the April 20th Globe and Mail as a major supporter of Bull-Frog wind power. I think the opportunity exists to go further in Guelph with any new development by implementing the requirements of the PPS and *promoting design and orientation which maximize the use of alternative or renewable energy, such as solar and wind energy, and the mitigating effects of vegetation.*

11) The preliminary site plan does not deliver business opportunities for small businesses.

The smallest retail building shown on the preliminary site plan is 6,000 square feet. This is likely to be occupied by chain stores or other big box retailers. No opportunity is provided for independent, small business owners at this location.

12) Size of retail stores

It appears that big box retailers in Guelph are currently in a race to build the biggest stores possible. Total square footage of the Wal-Mart store after expansion will make it 198,469 square feet, the biggest in the city. Council needs to decide whether or not this is in the interests of the community. Demographics need to be taken into account. Studies indicate that stores of this size are not conducive to easy use by seniors.

The option exists for Council to cap the maximum size of individual stores in the City of Guelph.

13) This development may be a net drain on the tax base.

C.N. Watson and Associates generated data based on a case study of Milton comparing the annual costs or benefits of commercial and industrial development. (Property taxes received, versus costs to service the development). Industrial development was a hands down winner, but their research revealed that commercial development is an annual net drain on the tax base.

Based on a 10,000 square foot building, commercial development in Milton incurred an annual operating deficit of (\$2,132.39).

Applying the Milton figures, to this 350,000 square foot site, an annual net loss could be generated in the region of (\$75,000).

This could be dramatically offset by the addition of apartment units to the site. C.N. Watson identified that apartment and condominium dwellings provide a net benefit to the tax base. In Milton, this figure was \$668.77 per unit, per year.

The City of Guelph is currently conducting financial studies to quantify the benefits and costs of different types of development within our city. Given the significant potential annual drain to the tax base that this site could represent, I would like Council to wait until the results of the Guelph study are received before approving further development.

Thank you for the opportunity to provide input.

Sincerely,
Susan Watson
17 Kent St.
Guelph
N1H 3B6



From: Brian Holstein [mailto:briahols@yahoo.com]

Sent: Monday, April 23, 2007 3:17 PM

To: Melissa Castellan

Cc: Vicki Beard; Bob Bell; Christine Billings; Lise Burcher; Gloria Kovach; Maggie Laidlaw; Kathleen Farrelly; June Hofland; Ian Findlay; Mayors Office; Leanne Piper; Mike Salisbury; Karl Wettstein

Subject: WalMart Application

re: Zoning Amendment application from 6&7 Developments Ltd for the property municipally known as 0 Woodlawn Road West and Developments Ltd for the property municipally known as 0 Woodlawn Road West and 3, 4, 5, 6 and 7 of Reference Plan 61R-9980, City of Guelph.

Dear Melissa,

Three years ago I stood before a special council meeting, held at the Italian Canadian Club, to voice my concerns with the location of the WalMart store at Highways 6 & 7. My rationale at that time was a concern for the increase in traffic first on Speedvale Avenue, and then on residential streets, such as Kathleen Street.

In the last year, the WalMart store has opened, and traffic patterns has changed - substantially.

Speedvale Avenue is now often bumper-to-bumper in both directions. Right-turn entry onto Speedvale from a stop-sign often involves a long wait, sometimes it is impossible. Left hand turns are not even considered during high volume periods: periods that have increased in both time and volume of traffic. Much of this traffic is a direct response to the opening of large format stores along Woodlawn - drivers simply want to find a faster route.

This faster route along Speedvale now gives many more opportunities to make "short-cuts" to the downtown along residential streets. Often there are up to eight city-bound cars at the all-way stop near my home. Often, the cars near the end of this procession of haste ignore the stop signs and roll right through.

Kathleen Street is also a major thoroughfare for a much more precious commodity: schoolchildren. Several dozen children, ranging from primary age to those in high school walk past my home every morning, every afternoon. I applaud the number - these children are not reliant on parents delivering them to the school gate in a vehicle. But these children *are* reliant on safe driving habits by the automobile users of Kathleen Street. They have grown to expect a few cars - mainly people from the neighbourhood. People who are also used to having the children on the street.

But no more can they be complacent. Traffic has more than quadrupled, and the increase has been caused by motorists impatient to reach their destination. They often forget they are travelling on a residential street; they may not watchful for children on Kathleen.

A Great Place to Call Home

If WalMart, or any store, on Woodlawn increases its size there will continue to be an increase in the overflow of traffic on Speedvale, and therefore on Kathleen and other residential streets leaving to the downtown. This increase will bring with it frustration amongst drivers, causing unnecessary risk-taking, leading to increased danger to our children, both those en route to and from school, or those participating in activities in Exhibition Park.

I therefore oppose any expansion of large format stores on Woodlawn, an area that was not designed for such heavy traffic flow.

Sincerely,

Brian Holstein
287 Kathleen Street,
GUELPH, ON
N1H 4Y7

From: Tara Treanor [mailto:beforetwofish@gmail.com]
Sent: Monday, April 23, 2007 12:00 PM
To: Melissa Castellan
Subject: Walmart expansion application

Dear Ms. Castellan,

I am writing to express my concern regarding the proposed expansion of Walmart on Woodlawn Road. Please note my objection to the request and if you need further comment/detail, please let me know.

Kind regards,
Tara Treanor

--

"Let the beauty you love be what you do. There are a hundred ways to kneel and kiss the ground." ~ Rumi



City of Guelph

ENVIRONMENTAL SERVICES

Addendum Report:

TO: Council

DATE: June 5, 2007

SUBJECT: AWARD OF TENDER 07-025 - GUELPH WASTEWATER TREATMENT PLANT DIGESTER NO. 5 AND COGENERATION UPGRADE

RECOMMENDATION:

“THAT the tender of Detra Builders Inc. be accepted and that the Mayor and Clerk be authorized to sign the agreement for Contract 07-025 for the Guelph Wastewater Treatment Plant Digester No. 5 and Cogeneration Upgrade, for a total tendered price of \$5,360,152 (6% GST included), with actual payment to be made in accordance with the terms of the contract.”

BACKGROUND:

The Corporation of the City of Guelph has prepared an Environmental Study Report (ESR) to meet the needs of the Guelph Wastewater Treatment Plant to a design flow rate of 73,000 m³/d. Additionally, a Biosolids Management Master Plan (BMMP) has been completed. Both reports recommended continuing with anaerobic digestion as the primary solids stabilization process and recommended expansion of the existing digestion capacity to provide the required stabilization at the projected loadings. The MOE recommends a minimum 15-day hydraulic retention time (HRT) as a design guideline for the anaerobic digestion process to provide sufficient stabilization of organic material. The current digesters are operating at capacity. Additional digestion capacity is required to provide redundancy for maintenance, for future solids processing needs, and to maintain a minimum 15-day HRT in the primary digesters.

The existing cogeneration facility at the Wastewater Treatment Plant includes two reciprocating cogeneration engines and generators (290 kilowatt capacity each). The units can use either digester gas collected as part of the wastewater treatment process or natural gas.

At the time of installation, the digester gas met all of the manufacturer's quality criteria. Subsequent to the commissioning, the manufacturer identified that siloxanes were increasingly identified as a contaminant, causing severe scaling problems that resulted in excessive maintenance requirements. In addition, overheating of the cogeneration units, further limited their operational effectiveness.

The contract work entails the construction of one primary digester and upgrading the cogeneration unit by treating the digester gas to remove siloxane and constructing a closed loop cooling system to eliminate overheating of the cogeneration units.

REPORT:

Tenders were opened in public on Tuesday, May 15, 2007 at 2:30 p.m. with pricing as follows:

Contractor:	Tender Price (including GST)
1. Detra Builders Inc.	\$5,360,152.00
2. Maple Reinders Construction Ltd.....	\$5,855,970.00
3. Romag Contracting.....	\$6,081,400.65
4. H.I.R.A. Ltd.	\$6,271,998.50
5. H2 Ontario Inc.....	\$6,328,200.00
6. Kingdom Construction Ltd.....	\$6,392,230.00

All tenders have been checked for legal and mathematical accuracy and were found to be in order.

The contractor Detra Builders Inc. has successfully completed similar work for the City and has extensive experience in Municipal wastewater treatment projects. We therefore recommend that the contract be awarded to Detra Builders Inc.

CORPORATE STRATEGIC PLAN:

This project is supportive of the following Strategic Directions:

- 1.1 Establish an ongoing assessment of the City's infrastructure to ensure it is appropriate for current and anticipated growth;
- 5.1 Develop strategies to sustain our natural and built infrastructure.

FINANCIAL IMPLICATIONS:

Funds are to be provided from three approved Wastewater Capital Accounts, which are as follows #WS0035, #WS0065 and #WS0066. As per the attached funding summary, there are sufficient funds in the wastewater capital accounts.

DEPARTMENTAL CONSULTATION:


Finance Department.

COMMUNICATIONS:


None required.

ATTACHMENTS:

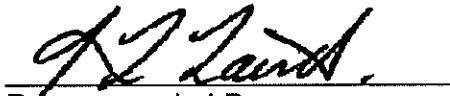
Funding summary.




Prepared By:
Cameron Walsh
Manager, Wastewater Services



Recommended By:
David Kennedy
Director of Finance



Recommended By:
Janet Laird, Ph.D
Director, Environmental Services



Approved for Presentation:
On behalf of the Transitional
Executive Team

Budget and Financing Schedule

JDE Project number: WS0035, WS0065, WS0066
 Project name: **WWTP Digester #5 and Cogeneration Upgrade**
 Contract #: 07-025
 Prepared by: Ryan Hagey
 Date: May 22, 2007

	Total Cost	External Financing			Internal Financing		
		Subsidy	Dev't Charges	Developer/Other	Current Revenues	City Reserves	Debt
A. Budget Approval & Additional Funding							
WS0035 WWTP Biosolids Facility Upgrades	12,330,000	0	7,412,100	0	92,000	4,825,900	0
WS0065 Cogeneration System Upgrades	1,060,000	0	0	0	1,060,000	0	0
WS0066 Siloxane Treatment	535,000	0	0	0	535,000	0	0
Budget Approval	13,925,000	0	7,412,100	0	1,687,000	4,825,900	0
B. Budget Requirement							
Tender Price: Deira Builders (including GST)	5,360,152						
less: GST @ 6%	(303,405)						
City Share	5,056,747						
plus: Expenditures to Date - WS0035	0	0	2,691,642	0	612,620	1,752,485	0
plus: Expenditures to Date - WS0065	26,502	0	14,107	0	0	0	0
plus: Expenditures to Date - WS0066	30,572	0	16,273	0	3,211	9,185	0
plus: Committed Work on Existing POs - WS0035	767,404	0	408,479	0	3,704	10,595	0
plus: Committed Work on Existing POs - WS0065	14,470	0	7,702	0	92,970	265,954	0
plus: Committed Work on Existing POs - WS0066	0	0	0	0	1,753	5,015	0
plus: Future Work - Biosolids Construction	8,029,305	0	4,273,897	0	972,742	2,782,666	0
TOTAL BUDGET REQUIREMENT	13,925,000	0	7,412,100	0	1,687,000	4,825,900	0
C. Surplus / (Deficit)	0	0	0	0	0	0	0
D. Revised project budget	13,925,000	0	7,412,100	0	1,687,000	4,825,900	0