



Official Plan Amendment Number 39:

Conformity with the Planning Framework
of the Growth Plan for the Greater Golden
Horseshoe



Prepared by Community Design and Development Services

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**AMENDMENT NUMBER 39 TO THE OFFICIAL PLAN
FOR THE CORPORATION OF THE CITY OF GUELPH:
CONFORMITY WITH THE PLANNING FRAMEWORK OF THE GROWTH
PLAN FOR THE GREATER GOLDEN HORSESHOE**

INDEX

PART A - THE PREAMBLE

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

	PAGE
Title and Components	1
Purpose	1
Background	1
Location	2
Basis	2
Summary	3
Public Participation	6

PART B - THE AMENDMENT

The Amendment describes the additions and/or modifications to the Official Plan of the City of Guelph, which constitute Official Plan Amendment Number 39.

	PAGE
Format of the Amendment.....	8
Implementation and Interpretation.....	8
Details of the Amendment.....	8
ITEM 1 Amendments to Section 1.4 – “Scope and Intent of the Plan”.....	8
ITEM 2 New Section 2.4 – “Growth Management Strategy”.....	8
ITEM 3 Amendments to Section 3.2 – “Community Form Statement”	16
ITEM 4 New Section 9.3 – “Complete Applications”.....	16
ITEM 5 Additions to Section 10 – “Glossary”.....	21
ITEM 6 Amendments to Section 10 – “Glossary”.....	23
ITEM 7 New Schedule 1B – “Growth Plan Elements”.....	23

PART C - THE APPENDIX

The Appendix is contained under a separate cover. The Appendix does not form part of this amendment, but contains background information relevant to the amendment.

APPENDIX A: Community Design and Development Services Report # 08-83: Guelph's Local Growth Management Strategy Recommendations (June 23, 2008)

PART A - THE PREAMBLE

TITLE AND COMPONENTS

This document is entitled 'Conformity With the Planning Framework of the Growth Plan for the Greater Golden Horseshoe' and shall be referred to as 'Amendment 39'. Part A – 'The Preamble' provides an explanation of the amendment including the purpose, location, background, summary of the policies, and public participation, but does not form part of this amendment. Part B – 'The Amendment' forms Amendment 39 to the Official Plan of the City of Guelph and contains a comprehensive expression of the new and amended text as illustrated through various font types in the text (e.g. ~~struck-out~~ is to be deleted and **bold** text is to be added) and a new Official Plan schedule entitled, 'Growth Plan Elements'.

PURPOSE

The purpose of this Amendment is to bring the Official Plan into conformity with the planning framework of the Growth Plan for the Greater Golden Horseshoe (Growth Plan) in accordance with subsection 26(1)(a)(i) of the *Planning Act* and subsection 12(1) & (2) of the *Places to Grow Act*. The amendment also introduces two key policies that enable the City to implement recent changes made to the *Planning Act* through Bill 51 with respect to the conversion of lands within employment areas to non-employment uses and complete application requirements.

BACKGROUND

The *Places to Grow Act* received Royal Assent on June 13, 2005 and is the foundation of the Places to Grow initiative. The Act provides a legislative framework for growth management planning within the Greater Golden Horseshoe Area (i.e. extending as far west as Waterloo Region, north to Barrie, and northeast to Peterborough). Ontario Regulation 416/05 was enacted on June 22, 2005 and identified the Greater Golden Horseshoe as the first growth plan area to have a plan created under the *Places to Grow Act*. The Growth Plan came into effect on June 16, 2006 and provides population forecasts and a policy framework for managing growth within the area to the year 2031.

In response to the Growth Plan, the City has undertaken a Local Growth Management Strategy, which has been on-going since 2006 and involved a broad spectrum of stakeholders including the Province, surrounding municipalities, City service departments, and the public. The Local Growth Management Strategy was adopted by Council on June 23, 2008 and set out key growth principles which include planning for a projected growth forecast of 175,000¹ and an additional 32,400² jobs by the year 2031 within the current City limits at a steady average annual growth rate of 1.5%.

On January 1, 2007, changes to the *Planning Act*, made through Bill 51, the *Planning and Conservation Land Statute Law Amendment Act, 2006*, came into effect. Bill 51 introduced legislative changes relating to the conversion of lands within employment areas to non-

¹ The City's Local Growth Management Strategy plans for a population target of 169,000. To maintain consistency among documents, the Official Plan will plan for a population target of 175,000 by 2031, which reflects the Growth Plan method of calculating projected growth and includes the undercount, which is a statistical calculation that accounts for those individuals not counted through the census.

² The City's Local Growth Management Strategy plans for an additional 31,000 jobs. Recent analysis undertaken by Watson & Associates as part of Guelph's Employment Lands Strategy recommends an additional 32,400 jobs by the year 2031.

employment uses and complete application requirements, which require Official Plan polices to be in place before they can be implemented.

Amendment 39 is being undertaken in accordance with Section 26 of the *Planning Act* and is part of the City's mandatory 5-year Official Plan update process. This process requires that the City's Official Plan be consistent with the 2005 Provincial Policy Statement, has regard to matters of Provincial interest listed in Section 2 of the *Planning Act*, and conforms with Provincial Plans that are in effect. Amendment 39 primarily addresses conformity with the planning framework of the Growth Plan.

In addition to holding a statutory public meeting prior to adopting Amendment 39, the City must also hold a public open house for the purpose of giving the public an opportunity to review and ask questions about the amendment. Since Amendment 39 concerns conformity with a Provincial plan, the Minister of Municipal Affairs and Housing is the approval authority and must make a decision on Amendment 39 within 180 days of receiving the amendment following its adoption by Council.

LOCATION

The text changes made through Amendment 39 apply to all land within the municipal boundaries of the City of Guelph. Schedule 1B of the amendment identifies areas where specific policies apply such as the urban growth centre, intensification corridors, greenfield area, built-up area, community mixed use nodes, and other key Growth Plan elements.

BASIS OF THE AMENDMENT

Amendment 39 is intended to bring the City's Official Plan into conformity with the planning framework of the Growth Plan. This is accomplished by introducing a number of Growth Plan concepts such as the urban growth centre, greenfield area, built-up area, and settlement area. These concepts have been translated into new Official Plan policies and definitions that conform to the Growth Plan and reflect the substantive work endorsed by Council through the City's Local Growth Management Strategy.

The polices and map contained in Amendment 39 are based on the following fundamental growth management principles endorsed by Council at its June 23, 2008 meeting as part of the Local Growth Management Strategy:

1. Growth will be accommodated within the existing corporate boundaries for the City of Guelph.
2. The City of Guelph will plan for a population forecast of 169,000 people to the year 2031 (equivalent to the Growth Plan calculation for a population of 175,000) in response to the Provincial Growth Plan.
3. The City should plan for a steady rate of population increase; this rate of growth is primarily associated with the planning of future infrastructure – both hard and soft services and will be equivalent to an average annual population growth rate of 1.5 per cent.
4. Employment growth in the City should be planned to keep pace with population growth. Based on a 2031 population forecast of 175,000 people, approximately 32,400 additional jobs will be required over the next 25 years.
5. Within the 'built-up' area of the City, intensification opportunities will be identified throughout the City but in particular in Downtown Guelph (urban growth centre) and within the mixed used nodes and intensification corridors.

SUMMARY OF NEW AND AMENDED POLICIES

The policies in Amendment 39 are based on policy framework and forecasts set out in the Growth Plan (as endorsed by the Ministry of Energy and Infrastructure) and incorporates key growth principles from the Local Growth Management Strategy. The following is a summary of Amendment 39:

Introduction/Objectives

The 'Introduction' and 'Objectives' sections provide an over-arching policy context for the proceeding policies. The objectives focus on planning for a compact, vibrant and complete community while re-iterating the key growth principles established in the Growth Plan and recommended through the City's Local Growth Management Strategy.

Population and Employment Forecasts

This section sets out forecasts in accordance with the Growth Plan for employment and population growth as endorsed by the Ministry of Energy and Infrastructure.

Settlement Area Boundary

The Growth Plan introduces the concept of a 'settlement area', which is the area within the Official Plan that is designated for development over the time period anticipated by the Plan (in this case to the year 2031). The settlement area boundary generally follows the City's corporate limits and is shown on Schedule 1B. This section clearly states that planned population and employment growth will be accommodated within the settlement area boundary and that no settlement area boundary expansion is planned prior to 2031.

While the majority of the City is considered to be a settlement area, there are two areas shown on Schedule 1B (i.e. City owned former eastview landfill and GRCA owned land near Guelph Lake) that are not designated for growth and not considered part of the settlement area. These areas are referred to on Schedule 1B as 'Non-Settlement Areas'.

Built-Up Area and General Intensification

The built-up area is all land within the limits of the developed urban area of the City as it existed on June 16, 2006. The built boundary delineates the built-up area, which was defined by the Province in accordance with Growth Plan Policy 2.2.3.5 and is shown on Schedule 1B. The boundary will remain fixed in time for the purpose of measuring density and intensification targets within the Growth Plan and the City's Official Plan. In accordance with the Provincial Growth Plan, by the year 2015, and for each year after, a minimum of 40% of the City's annual residential development must occur within the built-up area, however provisions may be made for the fulfillment of this target sooner.

Urban Growth Centre (Downtown Guelph)

The Urban Growth Centre is centred on Downtown Guelph and is intended to accommodate the highest density of people and jobs within the City. As shown on Schedule 1B, the boundaries of the Urban Growth Centre are larger than the current downtown boundaries and were defined by the Province on November 3, 2008 in accordance with Growth Plan policy 2.2.4.2. Specifically, the Urban Growth Centre must be planned to achieve 150 persons and jobs per hectare and serve as a focal area for investment and infrastructure such as a major transit station. The specific boundaries and detailed policies for this area will be developed through the completion of a Downtown secondary plan.

Major Transit Station Area

The area surrounding the planned major transit station in Downtown Guelph (generally shown by the 'T' symbol on Schedule 1B) is intended to accommodate higher residential and employment densities. This is defined generally as the area within 500 metres of the major transit station or a 10 minute walk from the major transit station. This area will be well connected to all available modes of transportation (e.g. regional and local rail, transit, bicycle routes) as well as parking and commuter pickup/drop off areas.

Intensification Corridors

Intensification Corridors are those areas along major roads that are well served by transit and have the potential to provide a focus for higher density mixed use development. These areas are shown on Schedule 1B and include several areas that will be planned to accommodate higher density mixed uses.

Community Mixed Use Nodes

The four Community Mixed Use Nodes are a recognition of the currently designated Mixed Use Nodes within the Official Plan. The focus of these areas will continue to be on providing a wide range of commercial uses, however, additional policy direction and emphasis will be placed on creating a greater mix of uses, specifically residential, at densities that are transit supportive.

Greenfield Area

The greenfield area is identified on Schedule 1B of the amendment and is located within the settlement area boundary, outside of the built-up area. Generally, this area was not developed as of June 16, 2006. The greenfield area must be planned to achieve a minimum density of 50 people and jobs per hectare. The density will be measured over the entire greenfield area to be developed in accordance with the provisions of 2.2.7.3 of the Growth Plan. The designations and detailed policies applicable to the greenfield area will be developed through Phase 2 of the Official Plan update.

The greenfield policies provide for a range of residential, commercial, and employment uses, including affordable housing. High density, compact neighbourhoods designed as 'urban villages' will be comprehensively planned through secondary plans within the greenfield area. All development in the greenfield area will be centred around a strong public realm that is pedestrian oriented and designed to support transit, walking, and cycling.

Affordable Housing

This section recognizes that a range of housing types and affordability options are necessary to building a complete community. Specifically, minimum housing targets for low and moderate income households will be established in conjunction with the County of Wellington.

Employment Lands

This section is intended to ensure there is an adequate supply of land for employment uses to accommodate at least a total of 92,000 jobs by the year 2031. This includes protecting land designated for future employment uses and ensuring the necessary infrastructure to support employment growth is planned accordingly.

The Province has recognized that there are significant pressures within the Greater Golden Horseshoe Area to convert large parcels of land within employment areas to

non-employment uses, such as residential or major retail uses. To address this issue, the Growth Plan only permits the conversion of lands within employment areas to non-employment uses at the time of a municipal comprehensive review (i.e. as part of the 5-year Official Plan Update or through a municipally-initiated Official Plan Amendment) subject to specific criteria. To ensure this policy direction is upheld, recent changes to Sections 22(7.3) and 34(11.0.5) of the *Planning Act* made through Bill 51 restrict appeals of Council decisions dealing with the conversion of employment lands provided the Official Plan has policies that address employment land conversion. To implement this new legislative provision, a definition of 'employment area' and criteria for conversion of this land to non-employment uses is included in Amendment 39.

Transportation

This section reflects the transportation policy direction provided in Section 3 of the Growth Plan. It promotes an integrated approach to land use and transportation planning and the optimization of transit infrastructure by planning for a compact and mixed use community. This section also promotes efficient goods movement.

Natural Heritage System

This section recognizes the importance of the City's natural heritage system and the protection, maintenance or restoration of significant natural heritage features and areas, ecological functions, surface water, and groundwater features and functions over the long term in accordance with the Provincial Policy Statement.

Culture of Conservation

The Growth Plan encourages a cultural of conservation, which is already embedded in many of the City's policy documents. This section acknowledges the City's commitment to conservation in several areas such as energy, water, waste management, cultural heritage, and protection of air quality.

Water and Wastewater Systems

This section sets out criteria for the expansion of the construction of new, or expansion of existing, municipal or private communal water and wastewater systems.

Community Infrastructure

This section ensures that community infrastructure (e.g. public health, education, recreation, socio-cultural activities, police and fire protection, and the provision of affordable housing programs and services) will be planned and coordinated to meet the needs of current and future residents.

Pre-consultation and Complete Application Requirements

Recent changes to the *Planning Act* made through Bill 51 allow the City to require other information (i.e. in addition to required information and material prescribed by the *Planning Act*) as part of a complete development application. Bill 51 also provides the City with the authority to require applicants to pre-consult with staff prior to the submission of a certain development applications. The City can refuse to accept (or deem complete) certain applications until pre-consultation has taken place and all required information is submitted.

The time period in which the City has to make a decision (i.e. before the matter can be referred to the Ontario Municipal Board) does not begin until an application is deemed complete by the Director of Community Design and Development Services. In order to

implement this legislative provision the Official Plan must contain policies with respect to complete applications and a by-law must be passed requiring applicants to pre-consult. Adopting complete application policies will avoid a circumstance where insufficient information is submitted with a development application and the applicant is allowed to proceed directly to the Ontario Municipal Board (prior to Council making a decision) after the statutory decision timeframe has expired.

Complete application policies in Amendment 39 rely on information requirements already set out in the Official Plan. In addition to these requirements the policies set out general instances where additional information may be required and provides examples of the type of reports, studies and/or drawings that may be required. The policies indicate that requirements for a complete application will be determined through pre-consultation with City staff. To facilitate this, a by-law requiring applicants to pre-consult will need to be passed by Council prior to the Minister's approval of Amendment 39. A by-law delegating Council's authority to deem planning applications complete (or incomplete) will also need to be passed to permit the Director of Community Design and Development Services to perform this function.

This section indicates that additional information and material may be required during the development review process (i.e. after an application has been deemed complete). The City may also waive or vary information and material requirements of this section where it would result in an unnecessary duplication of effort.

PUBLIC PARTICIPATION

The development of the City's Local Growth Management Strategy has involved significant community stakeholder engagement that included surveys, public meetings, stakeholder meetings, open houses, and innovative workshops. In addition, the process has included several new public engagement tools, namely:

- the use of the 'GuelphQuest' software tool (developed by Envision Sustainability Tools Inc.) to engage the community in discussions regarding long term (2001-2041) growth options for the City including trade-offs in economic, social/cultural and environmental factors; and
- a workshop based, hands-on 'Building Guelph's Future' exercise with "blocks and chips" that were used to examine alternative residential intensification options at a neighbourhood scale (amount, location, form), and finally, considerations for population allocation at a city-wide planning level.

Special Meeting to Commence Official Plan Update

A special meeting of Council was held on September 10, 2007, to announce the start of the Official Plan Update and provide the public with an opportunity to provide input at the outset of the process. Council formally invited the public to provide comments and suggestions on the existing Official Plan at the September 10, 2007 special meeting.

Consultation for Amendment 39

The growth management policies in Amendment 39 are meant to build on the community consultation and work that has been completed as part of Local Growth Management Strategy, which was approved by Council on June 23, 2008.

Amendment 39 was drafted in consultation with City staff from Community Services, Operations, Corporate Services, and Community Design and Development Services, as well

as the Ministry of Municipal Affairs and Housing and the Ministry of Energy and Infrastructure.

Two public open houses were held on April 22 and 23, 2009 to provide an opportunity for the public to review and ask questions about the amendment and related background information and material. Amendment 39 was presented at the May 4, 2009 statutory public meeting of Council was held on May 4, 2009 to allow the public to make representations and/ or provide Council with written comments on the proposed Official Plan Amendment

Notice of two public open houses and a statutory public meeting for Official Plan Amendment No 39 was published in the City News section of the Guelph Tribune on Friday April 10, 2009. The proposed amendment and related background information and material has been available at the Community Design and Development Services Office and on the City's website since April 10, 2009.

PART B - THE AMENDMENT

Format of the Amendment

This section (Part B) of Amendment 39 sets out additions and changes to the text and mapping in the Official Plan. Sections of the Official Plan that are being added or changed are referred to as "ITEMs" in the following description. Text to be amended is illustrated by various font types (e.g. ~~struck-out~~ is to be deleted and **bold** text is to be added). Unchanged text has been included for context and does not constitute part of Amendment 39. New sections being added to the Official Plan are shown in standard font type with titles appearing in bold. Italicized font indicates defined terms.

Implementation and Interpretation

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

Amendment 39 should be read in conjunction with the current Official Plan (November 2006 Consolidation), which is available on the City's website at guelph.ca/OPupdate, at any branch of the Guelph Public Library, or at the Community Design and Development Services office located at 1 Carden Street on the 3rd Floor.

Details of the Amendment

ITEM 1: The purpose of 'ITEM 1' is to amend the Section 1.4 to update the timeframe for which the Official Plan is intended to apply from '2021' to '2031'.

The first paragraph in Section 1.4 of the Official Plan – 'Scope and Intent of the Plan' is hereby amended as follows:

"The Official Plan is intended to be a comprehensive land use plan for the City. The policies, schedules, and maps contained in this Plan are intended to guide development of the Municipality ~~for the next twenty year period up to the year 2021~~ **2031**."

ITEM 2: The purpose of 'ITEM (2)' is to introduce growth management polices into the Official Plan. The following policies conform to the Growth Plan for the Greater Golden Horseshoe and were developed through extensive public consultation in conjunction with the Local Growth Management Strategy.

The following new Section 2.4 entitled 'Growth Management Strategy' is added to the Official Plan:

2.4 GROWTH MANAGEMENT STRATEGY

2.4.1 Introduction

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

of Guelph's commitment to the salient components of the Growth Plan planning framework.

2.4.2 Objectives

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

- a) Provides for an adequate supply of land within the City's *settlement area* boundary to accommodate projected growth to the year 2031.
- b) Directs growth to locations within the *built-up area* where the capacity exists to best accommodate the expected population and employment growth.
- c) Plans the *greenfield area* to provide for a diverse mix of land uses at *transit supportive* densities.
- d) Maintains a healthy mix of residential and employment land uses at approximately 57 jobs per 100 residents;
- e) Maintains a strong and competitive economy by preserving existing *employment areas* and identifying areas for future employment uses.
- f) Supports a *multi-modal* transportation network and efficient public transit that links the City's *Urban Growth Centre* to the rest of the community and surrounding municipalities.
- g) Plans for *community infrastructure* to support growth in a compact and efficient form.
- h) Ensures sustainable energy, water and wastewater services are available to support existing *development* and future growth.
- i) Promotes protection and enhancement of the City's identified *natural heritage system*.
- j) Supports the protection and/or conservation of water, energy, air quality and *cultural heritage resources*, as well as innovative approaches to waste management.
- k) Supports transit, walking and cycling for everyday activities.

2.4.3 Population and Employment Forecasts

By the year 2031, Guelph is expected to be a city of approximately 175,000¹ people. Growth will be planned to be moderate, steady, and managed to maintain a compact and human-scale city for living, working, shopping, and recreation.

2.4.3.1 The City will accommodate growth by:

- a) planning for a population forecast of 175,000 people by the year 2031;
- b) promoting a steady rate of growth equivalent to an average population growth rate of 1.5 % annually, which will allow growth to keep pace with the planning of future physical *infrastructure* and *community infrastructure*; and
- c) ensuring the employment growth in the City is planned to keep pace with population growth by planning for a minimum of 92,000 jobs by the year 2031.

2.4.4 Settlement Area Boundary

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

¹ The City's Local Growth Management Strategy plans for a population target of 169,000. To maintain consistency among documents, the Official Plan will plan for a population target of 175,000 by 2031, which reflects the Growth Plan method of calculating projected growth and includes the undercount, which is a statistical calculation that accounts for those individuals not counted through the census.

- 2.4.4.1 The City will meet the forecasted growth within the *settlement area* through:
- a) promoting *compact urban form*;
 - b) intensifying generally within the *built-up area*, with higher densities within Downtown Guelph, the community mixed use nodes and within the identified *intensification corridors*; and
 - c) planning for a minimum density of 50 residents and jobs per hectare in the *greenfield area*.
- 2.4.4.2 A *settlement area* boundary expansion is not planned for before 2031.

2.4.5 Built-up Area and General Intensification

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

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

- 2.4.5.1 Within the *built-up area* the following general intensification policies shall apply:
- a) By 2015 and for each year thereafter, a minimum of 40% of the City's annual residential development will occur within the City's *built-up area* as identified on Schedule 1B. Provision may be made for the fulfilment of this target sooner than 2015.
 - b) The City will promote and facilitate *intensification* throughout the *built-up area*, and in particular within the *urban growth centre* (Downtown), the community mixed use nodes and the *intensification corridors* as identified on Schedule 1B "Growth Plan Elements".
 - c) Vacant or underutilized lots, *greyfield*, and *brownfield sites* will be revitalized through the promotion of *infill development*, *redevelopment* and expansions or conversion of existing buildings.
 - d) The City will plan and provide for a diverse and compatible mix of land uses, including residential and employment uses to support vibrant communities.
 - e) A range and mix of housing will be planned, taking into account affordable housing needs and encouraging the creation of secondary suites throughout the *built-up area*.
 - f) *Intensification* of areas will be encouraged to generally achieve higher densities than the surrounding areas while achieving an appropriate transition of built form to adjacent areas.
 - g) The City will plan for high quality public open space with site design and urban design standards that create attractive and vibrant spaces.
 - h) Development will support transit, walking, cycling for everyday activities.
 - i) The City will identify the appropriate type and scale of development within *intensification areas* and facilitate *infill development* where appropriate.

2.4.6 Urban Growth Centre (Downtown Guelph)

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

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

2.4.6.1 Downtown Guelph will be planned and designed to:

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

2.4.7 Major Transit Station Area

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

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

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

2.4.8 Intensification Corridors

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

2.4.8.1 *Intensification corridors* will be planned to achieve:

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

2.4.9 Community Mixed Use Nodes

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

2.4.9.1 The community mixed use nodes will be planned and designed to:

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

2.4.10 Greenfield Areas

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

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

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

active public spaces and street and pedestrian access that is well-linked to the surrounding neighbourhood through walking, cycling and public transit; and

- g) develop and implement policies, including phasing policies and other strategies to achieve the *intensification* and *density targets* of this Plan.

2.4.11 Affordable Housing

In order to maintain and enhance a healthy and *complete community*, the City will make provisions for an adequate range of housing type and affordability options by:

- a) establishing and implementing minimum housing targets for the provision of housing that is affordable to low and moderate income households, in consultation with the County of Wellington; and
- b) permitting and facilitating all forms of housing required to meet social, health and well being requirements, including *special needs* requirements of current and future residents.

2.4.12 Employment Lands

As part of fostering a complete and healthy community, the City shall promote economic development and competitiveness and ensure that there is an adequate supply of land for a variety of employment uses to accommodate the forecasted growth in Section 2.4.3 of this Plan by:

- a) planning to accommodate the employment growth forecast of a minimum of 92,000 jobs City wide by the year 2031;
- b) providing for an appropriate mix and range of employment uses including, industrial, commercial, and institutional uses to meet long term needs;
- c) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses and take into account the needs of existing and future businesses;
- d) planning for, protecting, and preserving *employment areas* for current and future uses;
- e) ensuring the necessary infrastructure is provided to meet current and future employment needs;
- f) directing *major office* and appropriate institutional uses to Downtown Guelph; and
- g) planning for, and facilitating the development of, employment lands that are *transit supportive*, compact built form, and minimize surface parking.

2.4.12.1 The conversion of lands within *employment areas*, which are not *Downtown*, to *non-employment use(s)* may only be permitted through a *municipal comprehensive review* where it has been demonstrated that:

- i) there is a need for the conversion at the proposed location on the basis that there are no alternative location(s) within the City where the use could be accommodated in conformity with the Official Plan;
- ii) the conversion will not compromise the City's ability to meet the employment forecasts of Section 2.4.3;
- iii) the conversion will not adversely affect the overall viability of the *employment area* and achievement of the intensification target set out in

Section 2.4.5.1 a), density targets set out in Sections 2.4.6.1 a) and 2.4.10.1 a), and other policies of this Plan;

- iv) there is existing or planned infrastructure to accommodate the proposed conversion;
- v) the lands are not required over the long term for the employment purposes for which they are designated; and
- vi) cross-jurisdictional issues have been considered.

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

2.4.12.3 Policy 2.4.12.1 does not apply to *employment areas* that are located within the *Downtown*. For employment areas that are located within the *Downtown*, Policy 1.3.2 of the Provincial Policy Statement applies.

2.4.13 Transportation

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

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

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

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

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

2.4.14 Natural Heritage System

One of the City's most valuable assets is its natural heritage system. The City is committed to protecting, maintaining, enhancing and restoring the diversity, function, linkages, and connectivity between and among *natural heritage features* and areas and surface and ground water features within the City over the long term in accordance with the Provincial Policy Statement.

- 2.4.14.1 The City will define the natural heritage system to be maintained, restored and, where possible, improved and will recognize the linkages between *natural heritage features and areas*, surface water, and groundwater features. *Development* will be prohibited within defined features in accordance with the provisions of the Provincial Policy Statement and the Growth Plan.
- 2.4.14.2 Ensure that water quality and quantity is protected, improved or restored.
- 2.4.14.3 The City will work with the Grand River Conservation Authority, non-governmental organizations, and other interested parties to encourage and develop a system of publicly accessible parkland, open space and trails, including shoreline areas that:
 - a) clearly demarcates where public access is and is not permitted;
 - b) is based on a co-ordinated approach to trail planning and development; and
 - c) is based on good land stewardship practices for public and private lands.
- 2.4.14.4 The City will encourage an urban open space system that may include rooftop gardens, communal courtyards, and public parks.

2.4.15 Culture of Conservation

The City will develop and implement policies and other strategies in support of the following conservation objectives:

- a) Water conservation including water demand management for the efficient use of water and water recycling to maximize the reuse and recycling of water.
- b) A sustainable groundwater supply and waste water system that ensures water quality and quantity is protected, improved, or restored.
- c) Energy conservation, including:
 - i) energy conservation for municipally owned facilities;

- ii) identification of opportunities for *renewable energy* generation and distribution;
 - iii) energy demand management to reduce energy consumption; and
 - iv) land use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for cogeneration.
- d) Protection of air quality, including the reduction of emissions.
 - e) Integrated waste management to enhance waste reduction, composting and recycling and the identification of new opportunities for source reduction, reuse, and diversion where appropriate.
 - f) Cultural heritage conservation, including conservation of *cultural heritage* and *archaeological resources*, where feasible.

2.4.16 Water and Wastewater Systems

Construction of new, or expansion of existing, municipal or private communal water and wastewater systems should only be considered where the following conditions are met:

- a) Strategies for water conservation and other water demand management initiatives are being implemented in the existing service area.
- b) Plans for expansion or for new services are to serve growth in a manner that supports achievement of the *intensification* and *density targets* of this Plan.

2.4.17 Community Infrastructure

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

ITEM 3: The purpose of 'ITEM (3)' is to amend the Section 3.2 to update the timeframe for which the Official Plan is intended to apply(e.g. from 2021 to 2031 and corresponding population forecast from 140,000 to 175,000 people).

The first sentence in Section 3.2 of the Official Plan – 'Scope Community Form Statement' is hereby amended as follow:

"By the year ~~2021~~ **2031**, Guelph is expected to be a city of ~~approximately 140,000~~ **175,000** people."

ITEM 4: The purpose of 'ITEM (4)' is to introduce pre-consultation and complete application polices into the Official Plan that require proponents to submit complete development applications before the time period within which Council must make a decision begins. The following new policies also set out

circumstances where additional information and material may be required as part of a complete development application.

The following new Section 9.3 entitled 'Pre-consultation and Complete Application Requirements' is added to the Official Plan and all subsequent sections in Chapter 9 are renumbered accordingly:

9.3 PRE-CONSULTATION AND COMPLETE APPLICATION REQUIREMENTS

Having all relevant information and material pertaining to a particular planning application available early in the planning process is essential to making good land use decisions. Requiring this information and material to be provided at the time a planning application is submitted, enables Council to make a well informed decision within the timeframe provided by the Planning Act and ensures the public and other stakeholders have access to the information early in the process. Understanding the issues related to development and having the appropriate studies completed early in the planning process can avoid delays and provide opportunities to resolve potential differences prior to Council's consideration of the matter.

- 9.3.1 Prior to the submission of an application for an Official Plan Amendment, Zoning By-law Amendment, draft plan of subdivision or condominium and/or a site plan approval, applicants are required to pre-consult with the City's Community Design and Development Services. Prior to the submission of any other development application, applicants are encouraged to pre-consult with the City's Community Design and Development Services. The pre-consultation process is intended to scope the issues associated with a specific development proposal and/or change(s) in land use and set out clear requirements for a complete application. The form and level of pre-consultation will vary based on application type and context and shall be acceptable to the Director of Community Design and Development Services.
- 9.3.2 Any application for amendment(s) to the Official Plan or Zoning By-law, application for approval of a plan of subdivision or condominium, or application for consent to sever will not be deemed complete by the Director of Community Design and Development Services and the time period within which the Council is required to make a decision will not commence, unless it is accompanied by:
- a) The prescribed information and material as required under the Planning Act; and
 - b) Other Information and material deemed necessary by the Director of Community Design and Development Services for the evaluation of a particular request pursuant to subsections 22(5), 34(10.2), 51(18), and 53(3) of the Planning Act, as amended from time to time.
- 9.3.3 The other information and material required by Section 9.3.2 b) as part of a complete application is set out in the applicable sections of the Official Plan.
- 9.3.4 In addition to the requirements noted in the applicable sections of the Official Plan, the City may require additional information and material to be submitted as part of a complete application. The following broad categories describe additional information and material that may be required and the type of studies or documents that may be identified during the pre-consultation process as being required to be submitted as part of a complete development application:

a) Natural Heritage

The submission of reports, studies and/or drawings, which identify and demonstrate, to the satisfaction of the City, that there will be no negative impacts on *natural heritage features* and *areas* or their *ecological functions*; and identifies proposed mitigation measures to ensure *ecological functions*, *diversity*, and *connectivity* of *natural heritage features* and *areas* are maintained, restored, and where possible enhanced. Any information and material submitted must recognize linkages between and among *natural heritage features* and *areas* and surface water features and ground water features.

This may include, but shall not be limited to:

- Environmental Impact Study
- Scoped Environmental Impact Study
- Environmental Implementation Report
- Ecological Land Classification
- Flood plain/flood fringe and top of stable slope mapping and mitigation measures as required by the GRCA
- Hydrogeological Study
- Hydrology Study
- Water Budget
- Soil Stability and Geotechnical Analysis
- Tree and/or Vegetation Inventory Report
- Tree and/or Vegetation Preservation, Planting and/or Management Plan
- Topographical Survey/Slope Analysis
- Geotechnical Report

b) Planning Matters

The submission of reports, studies and/or statements that demonstrate, to the satisfaction of the City, how the proposed *development* and/or change in land use is consistent with the applicable provisions of the Provincial Policy Statement, conforms to the Official Plan, conforms to any Provincial Plans that are in effect, and provides an integrated approach to land use planning.

This may include, but shall not be limited to:

- Planning Justification Report
- Statement of Conformity and/or Consistency with applicable policies
- Demonstration of how new development contributes to the achievement of Growth Plan density and intensification targets
- Employment and/or Residential Lands Needs Analysis
- Employment Lands Conversion Justification Report
- Housing Issues Report
- Conceptual Site Plan Layout
- Detailed Site Plan

c) Transportation

The submission of reports, studies and/or drawings, which address any change or impact to the transportation network resulting from a proposed development and/or change in land use and demonstrates, to the satisfaction of the City, how the proposed development can be accommodated by the existing transportation network or where new transportation *infrastructure*, or an expansion to the existing transportation *infrastructure* is necessary, demonstrate that the improved transportation *infrastructure* will be adequate to accommodate all modes of transportation in an efficient manner with minimal impact on surrounding land uses, and the natural and social environment.

This may include but, shall not be limited to:

- Traffic Impact or Transportation Study
- Parking Study
- Pedestrian and Cycling Accommodation Report

d) Servicing and Infrastructure

The submission of reports, studies and/or drawings, which demonstrate, to the satisfaction of the City, that the existing *infrastructure* is sufficient to accommodate the proposed development and/or change in land use, or where new *infrastructure* is required or an expansion of the existing infrastructure is necessary, demonstrate that the improved *infrastructure* will be adequate to accommodate the proposed development and/or change in land use as well as any anticipated users of the *infrastructure*.

This may include but shall not be limited to:

- Water and Wastewater Servicing Study
- Storm Water Management/Drainage Report and Plan
- Community Services/Facilities Study
- Infrastructure Study

e) Built Form

The Submission of reports, studies, drawings and/or three-dimensional models, which demonstrate, to the satisfaction of the City, that the proposed *development* and/or change in land use is compatible with the City's existing built form and will not negatively impact the public realm including, but not limited to, the streetscape and access to open space such as trails and parks.

This may include, but shall not be limited to:

- Building Mass Model (physical or computer generated)
- Pedestrian Level Wind Study
- Sun and Shadow Study
- Streetscape Analysis

f) Cultural Heritage Resources

The submission of reports that demonstrate, to the satisfaction of the City, how a proposed *development* and/or change in land use will not negatively impact on the City's *cultural heritage resources*, including development proposals on lands adjacent to *protected heritage property*.

This may include, but shall not be limited to:

- Cultural Heritage Impact Study
- Scoped Cultural Heritage Impact Study
- Archeological Assessment
- Structural Engineering Report
- Cultural Heritage Landscape Assessment
- Views and Vistas Impact study

g) Development Impacts

The submission of reports, studies and/or drawings that identify and assesses all potential nuisance or safety issues from natural and human made hazards including issues related to potential environmental contamination, which may result from or affect the proposed development and/or change in land use and demonstrate, to the satisfaction of the City, that potential nuisances or safety issues can be effectively mitigated.

This may include but shall not be limited to:

- Noise and Vibration Study
- Lighting Plan
- Site Screening Questionnaire
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Record of Site Condition
- Sensitive Land Use Report

h) Financial Impacts

The submission of reports and studies that demonstrate, to the satisfaction of the City, that a proposed development and/or change in land use will not have an unreasonable or unanticipated negative financial impact on the City including, but not limited to, short-term and long-term costs to the City for the provision of municipal infrastructure and services required to support the proposed development and/or change in land use.

This may include, but shall not be limited to:

- Market Impact Study
- Economic Impact Study
- Infrastructure Cost Assessment
- Long Term Maintenance Cost Assessment

i) Sustainability

The submission of reports, studies, and/or drawings that demonstrate, to the satisfaction of the City, how a particular development proposal and/or change in land use meets the energy, water, and sustainability policies of this Plan.

This may include, but shall not be limited to:

- Completion of the City's Sustainability Checklist
- District Heating Feasibility Study
- Renewable Energy Feasibility Study
- Water Conservation Efficiency Study
- Energy Conservation Efficiency Study

9.3.5 The City will, within 30 days of receiving a development application, provide notice to the applicant that the application is complete or, alternatively indicate additional information and material that is required to constitute a complete application. The date of application shall be the date upon which all required information and material is submitted in a form that is satisfactory to the Director of Community Design and Development Services.

9.3.6 The information and material described in Section 9.3.4 of this Plan that may be required to accompany a development application is not intended to preclude the City from requiring additional reports, studies, and or drawings that may be identified during the development review process if circumstances necessitate the need for such information and material as part of the decision making process.

9.3.7 Where appropriate, the City may waive or vary the information and material requirements specified in this Plan, where completion of such studies has occurred for an earlier, relevant planning approval or where the study requirement would result in unnecessary duplication of effort.

ITEM 5: The purpose of 'ITEM (5)' is to introduce new definitions that are required to accompany Growth Management Policies in section 2.4. Where possible the following definitions have been taken verbatim from the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe or Planning Act. Where necessary, the definitions have been modified to fit within the context of the City's Official Plan.

The following new definitions are added to section 10: Glossary in the appropriate alphabetic order:

Affordable housing means:

- a) in the case of ownership housing, housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the City of Guelph;
- b) in the case of rental housing, a unit for which the rent is at or below the average market rent of a unit in the City of Guelph.

Alternative energy systems means sources of energy or energy conversion processes that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Brownfield sites means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Built-up area means lands identified within the built boundary as approved by the Minister of Energy and Infrastructure in accordance with Policy 2.2.3.5 of the Growth Plan and as identified on Schedule 1B.

Community infrastructure means lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety and the provision of programs and services provided or subsidized by a government or other body, such as social assistance and affordable housing. Community infrastructure does not include *infrastructure* or *municipal services*.

Compact Urban Form means a land-use pattern that encourages efficient use of land, walkable communities, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), is in proximity to transit and reduces need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Complete Community means a City that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

Density Targets mean the targets for the Urban Growth Centre density contained in Section 2.4.6 and for designated *greenfield areas* density targets contained in Section 2.4.10.

Employment Area means those areas designated in the Official Plan for clusters of businesses and economic activities including, but not limited to:

- a) manufacturing uses;
- b) warehousing uses;
- c) office uses;

- d) Minor retail uses that are associated with the uses mentioned in clauses (a) to (c); and
- e) Facilities that are ancillary to the uses mentioned in clauses a) to d).

Greyfield means previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

Greenfield area means the area within the *settlement area* boundary that was not part of the *built-up area* in 2006 and is not part of the *non-settlement areas* identified on Schedule 1B.

Intensification Area means lands identified by municipalities within a *settlement area* that are to be the focus for accommodating *intensification*. *Intensification areas* include Downtown Guelph, *intensification corridors*, *major transit station areas*, and other major opportunities that may include *infill*, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings and *greyfields*.

Intensification Corridors means intensification areas identified along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.

Intensification Target means the target as established in Sections 2.4.5.1 a).

Live/work means a *dwelling unit* that may be partially used for the operation of a small scale business.

Major Offices generally means freestanding office building having a minimum of 10,000 sq.m. (107,639 Sq. ft.) and 500 jobs.

Major retail uses means retail uses that are greater than 3,250 sq. m. (34,982.7 sq.ft.).

Major transit station area means the area generally defined as the area within an approximate 500m radius of a major bus depot or transit station, representing about a 10-minute walk.

Multi-modal means the availability or use of more than one form of transportation, such as automobiles, buses, rail (commuter, light rail and freight), walking, and cycling.

Municipal Comprehensive Review means an Official Plan review, or an Official Plan amendment, initiated by a municipality under Section 26 of the Planning Act.

Municipal services means a sewage works within the meaning of Section 1 of the Ontario Water Resources Act that is owned or operated by a the City or a municipal drinking-water system within the meaning of Section 2 of the Safe Drinking Water Act.

Non-settlement area means publicly owned land, which is not identified in the Official Plan for development or redevelopment up to the year 2031 as shown on Schedule 1B.

Renewable energy means the production of heat or energy from a renewable source such as, the sun, wind, water, biomass, biogas or geothermal.

Settlement area means all lands identified in the Official Plan, excluding *non-settlement areas*, for development or redevelopment up to the year 2031 as shown on Schedule 1B.

Special needs means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly.

Transit-supportive means making transit viable and improving the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users,

such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas.

Transportation Corridor means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

- a) Major roads, arterial roads, and highways for moving people and goods;
- b) Rail lines/railways for moving people and goods;
- c) Transit rights-of-way/transitways including buses and light rail for moving people

Urban Growth Centre means the area identified on Schedule 1B and is delineated in accordance with Policies 2.2.4.2 and 2.2.4.3 of the Growth Plan.

Walkable Communities means well-designed, compact communities where people can walk to school or work, to stores, parks, restaurants and entertainment destinations thereby providing opportunities for exercise and significantly reducing the need to drive.

ITEM 6: The purpose of 'ITEM (6)' is to amend the definition of 'Intensification' in order to support Growth Monument Policies in Section 2.4.

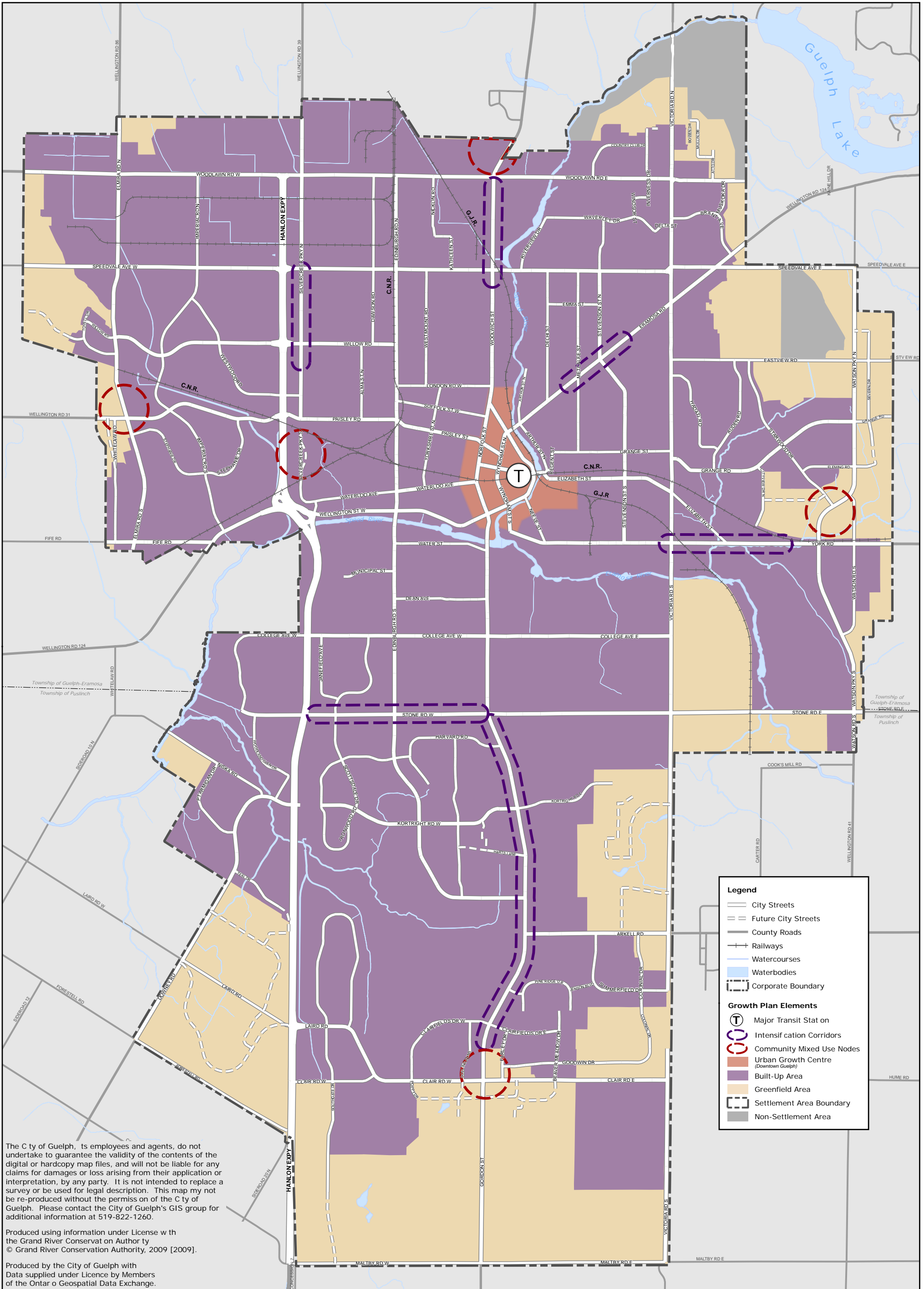
The following definition in Section 10 – 'Glossary' is amended as follows:

Intensification means ~~a form of development making more efficient use of land and buildings in the City. The concept can include building additions, reuse of buildings and lands, infill development, greater intensity of a use, etc.~~ **the development of a property, site or area at a higher density than currently exists through:**

- a. **redevelopment, including the reuse of *brownfield sites*;**
- b. **the development of vacant and/or underutilized lots within previously developed areas;**
- c. ***infill development*; and**
- d. **the expansion or conversion of existing buildings.**

ITEM 7: The purpose of ITEM (7) is to introduce a new schedule entitled 'Growth Plan Elements'. This schedule corresponds to policies of new Section 2.4 and illustrates where new growth plan concepts are planned (e.g. greenfield area, built boundary).

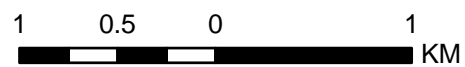
The following new Official Plan Schedule 1B is added to the 'Schedules' section of the Official Plan:



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CITY OF GUELPH OFFICIAL PLAN SCHEDULE 1B: GROWTH PLAN ELEMENTS



Produced by the City of Guelph
 Community Design and Development Services, Planning Services
 As Modified by the Ontario Municipal Board March 17, 2010

Fig. 1. Mapping/Planning/OP Schedules Current OPA 2009/Schedule 1B-GrowthPlanElements.mxd - Printed on 02/12/2010

PART C - THE APPENDIX

APPENDIX A: Community Design and Development Services Report # 08-83: Guelph's Local Growth Management Strategy Recommendations (June 23, 2008)

For a copy of this report please visit the City's website at guelph.ca or contact Community Design and Development Services at 1 Carden Street on the 3rd Floor or at 519-837-5616.