

# COUNCIL PLANNING AGENDA



**DATE MARCH 1, 2010**

Please turn off or place on non-audible all cell phones, PDAs, Blackberrys and pagers during the meeting.

**O Canada  
Silent Prayer  
Disclosure of Pecuniary Interest**

## **PUBLIC MEETING TO HEAR APPLICATIONS UNDER SECTIONS 17, 34 AND 51 OF THE PLANNING ACT**

<b>Application</b>	<b>Staff Presentation</b>	<b>Applicant or Designate</b>	<b>Delegations (maximum of 10 minutes)</b>	<b>Staff Summary</b>
a) 410 CLAIR ROAD EAST – Proposed Zoning By-law Amendment (File ZC0913 – Ward 6)	Katie Nasswetter	Available for questions: Rob Mullin Bill Birdsell Sarah Austin Dr. Ravi Rai	<u>Delegations:</u> – Adam Minnion Jacqueline Smith – Glenn Carducci – Bobbi Stewart – Sam Moghimi  <u>Correspondence:</u> Neil & Sarah Marsden – Paul Voduris Kevin, Kim, Danny, Emma, Angela & Jesse Pottruff Joleen Maria Constantis – Alison Scott – Manpreet Kaur Hai Yu & coworkers – petition & letter	

### **CONSENT AGENDA**

"The attached resolutions have been prepared to facilitate Council's consideration of the various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with immediately. The balance of the Consent Agenda can be approved in one resolution."

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<b>COUNCIL CONSENT AGENDA</b>			
<b>ITEM</b>	<b>CITY PRESENTATION</b>	<b>DELEGATIONS</b> (maximum of 5 minutes)	<b>TO BE EXTRACTED</b>
A-1) 1,3,5 & 7 Rosewood Avenue Proposed Zoning By-Law Amendment File - ZC0907		Correspondence: – St. Joseph Parish	

**ADJOURNMENT**

TO **Guelph City Council**

SERVICE AREA Community Design and Development Services  
DATE March 1, 2010

**SUBJECT 410 Clair Road East: Proposed Zoning By-law  
Amendment (File #ZC0912) – Ward 6**

REPORT NUMBER 10-12

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## RECOMMENDATION

“That Report 10-12 regarding a revised Zoning By-law Amendment application for the property municipally known as 410 Clair Road East, City of Guelph, from Community Design and Development Services, dated March 1, 2010, BE RECEIVED.”

## BACKGROUND

This report provides information on a revised application requesting approval of a Zoning By-law amendment (ZC0912) from Smith-Valeriotte LLP, on behalf of the Guelph Sikh Society and Westminster Woods. This application was deemed to be a complete application on November 3, 2009. The original application went to a public meeting in accordance with the Planning Act on December 7, 2009. Since then revisions have been made to the plan that warrant an additional public meeting. Given the significant amount of public interest in this application, a public information meeting was held on February 16, 2010 to answer questions from the public about this revised application ahead of the scheduled March 1, 2010 Public Meeting.

## Location

The subject site consists of 1.6 hectares of land located on the north side of Clair Road East between Tolton Drive and Victoria Road (see **Schedule 1**). The site is bounded by proposed single-detached lots along Goodwin Drive to the north, vacant lands anticipated for future residential development to the east, an existing rural estate residential development across Clair Road East, to the south, and residential development to the west in accordance with registered Plan of Subdivision 61M-143 (Westminster Woods). On the northerly portion of the site, there is a three metre wide strip of land adjacent to Goodwin Drive that is owned by Westminster Woods that is also part of this application.

## Official Plan Designation

In the Official Plan, the subject lands are designated as “General Residential” (See **Schedule 2**).

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## **Existing Zoning**

The majority of the subject site (approximately 1.2 hectares) is currently zoned R.4A-34 as shown in **Schedule 3**. This portion of the site was rezoned in 2008 from the A (Agriculture) zone to add specialized regulations for a nursing home on the site. This zoning permits the same uses as in the standard R.4A zone including:

- Apartment Building
- Nursing Home
- Home for the Aged
- Retirement Residential Facility
- Maisonette

The north-westerly portion of the site along Goodwin Drive was zoned R.1D at the same time to permit 8 single detached lots. The remaining easterly portion of the property was not rezoned in 2008 and remains in the A (Agriculture) Zone under the previous Township of Puslinch Zoning By-law.

The proposed zoning by-law amendment would rezone the majority of the existing property to a modified R.4-34 zone to permit a religious establishment in addition to the currently permitted residential uses. A small portion of the site along Goodwin Drive would be rezoned to the R.1D zone to permit three single detached lots in line with existing R.1D zoned portion of the property. The proposed zoning is shown on Schedule 4.

## **REPORT**

### **Description of Proposed Zoning Bylaw Amendment**

The applicant wishes to rezone a 1.6 hectare portion of the site along Clair Road East from the specialized R.4A-34 Zone and A Zone to a new modified R.4A-34 Zone to permit a religious establishment in addition to the residential uses already permitted (see **Schedule 4**). A Sikh Temple is proposed. The preliminary site layout for the lands requested to be rezoned and proposed building elevations are shown in **Schedule 5**.

The revised concept plan proposes that the religious establishment would be the same size and height as in the original application, but moved to the centre of the property along Clair Road East. The proposed building would have approximately 1672 square metres of gross floor area. The main entrance to this site would still be from Clair Road, but the main entrance to the building is now proposed to be on the west side of the building. A ten metre wide servicing corridor and pedestrian access to the site is proposed via Goodwin Drive.

A small portion of the north end of the site along Goodwin Drive is requested to be rezoned to the R.1D (Single-detached Residential) Zone to permit three new lots for detached dwellings fronting on Goodwin Drive. These lots would be adjacent to the existing portion of the site that is already zoned R.1D to accommodate 8 lots for detached dwellings.

Westminster Woods owns a 3 metre wide strip of land between the north edge of the 410 Clair Road East parcel and Goodwin Drive and is working with the applicant to rezone this land to the R.1D (Single-detached Residential) and R.4A-34 Zone at

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the same time (as shown in the site plan in **Schedule 5**). This parcel of land is approximately three metres wide and is required to be rezoned at the same time to allow for the proposed R.1D lots and to provide services to the larger site from Goodwin Drive. Additional severance and lot addition applications will be required to create these lots which will consist of a portion of the 410 Clair Road East property and a portion of the 3 metre wide strip of land owned by Westminster Woods.

### **Proposed Planning Review**

The first public notice and circulation of this application brought forward significant concern from some neighbourhood residents. The primary concerns heard at the public meeting and received via mail include the following issues:

- Parking and Traffic
  - Whether the proposed parking area was adequate
  - If people would be allowed to park on local streets
  - Concern about additional traffic and pedestrian safety
  - Need for a traffic study
- Compatibility
  - Concern about noise, lighting
  - When and how the building will be used
  - Building height and size, as well as concern about building capacity
- Urban Design
  - That the look of the building is different from existing residential areas to the west and north of the site

These issues will be reviewed by staff along with the following planning issues that were previously identified:

- Evaluation of the proposal against the General Residential policies of the Official Plan.
- Evaluation of the proposal against the Provincial Policy Statement and the Places to Grow legislation.
- Review of the proposed zoning and need for specialized regulations.
- Review of proposed site layout in relation to the Community Energy Plan.
- Review of how the proposed site layout will function and be integrated into the future planning of undeveloped lands in the area.

Once the application is reviewed and all issues are addressed, a report from Community Design and Development Services with a recommendation will be considered at a future meeting of Council.

### **CORPORATE STRATEGIC PLAN**

Urban Design and Sustainable Growth Goal #1: An attractive, well-functioning and sustainable City.

### **FINANCIAL IMPLICATIONS**

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

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## COMMUNICATIONS

The Notice of Application and Notice of Public Meeting was circulated on January 29, 2010.

## ATTACHMENTS

- SCHEDULE 1 – Location Map
- SCHEDULE 2 – Official Plan Map and Relevant Policies
- SCHEDULE 3 – Existing Zoning
- SCHEDULE 4 – Proposed Zoning
- SCHEDULE 5 – Proposed Site Layout and Building Elevations

Original Signed by:

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**Prepared By:**

Katie Nasswetter  
Senior Development Planner  
519-837-5616, ext 2283  
katie.nasswetter@guelph.ca

Original Signed by:

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**Recommended By:**

R. Scott Hannah  
Manager of Development and  
Parks Planning  
519-837-5616, ext 2359  
scott.hannah@guelph.ca

Original Signed by:

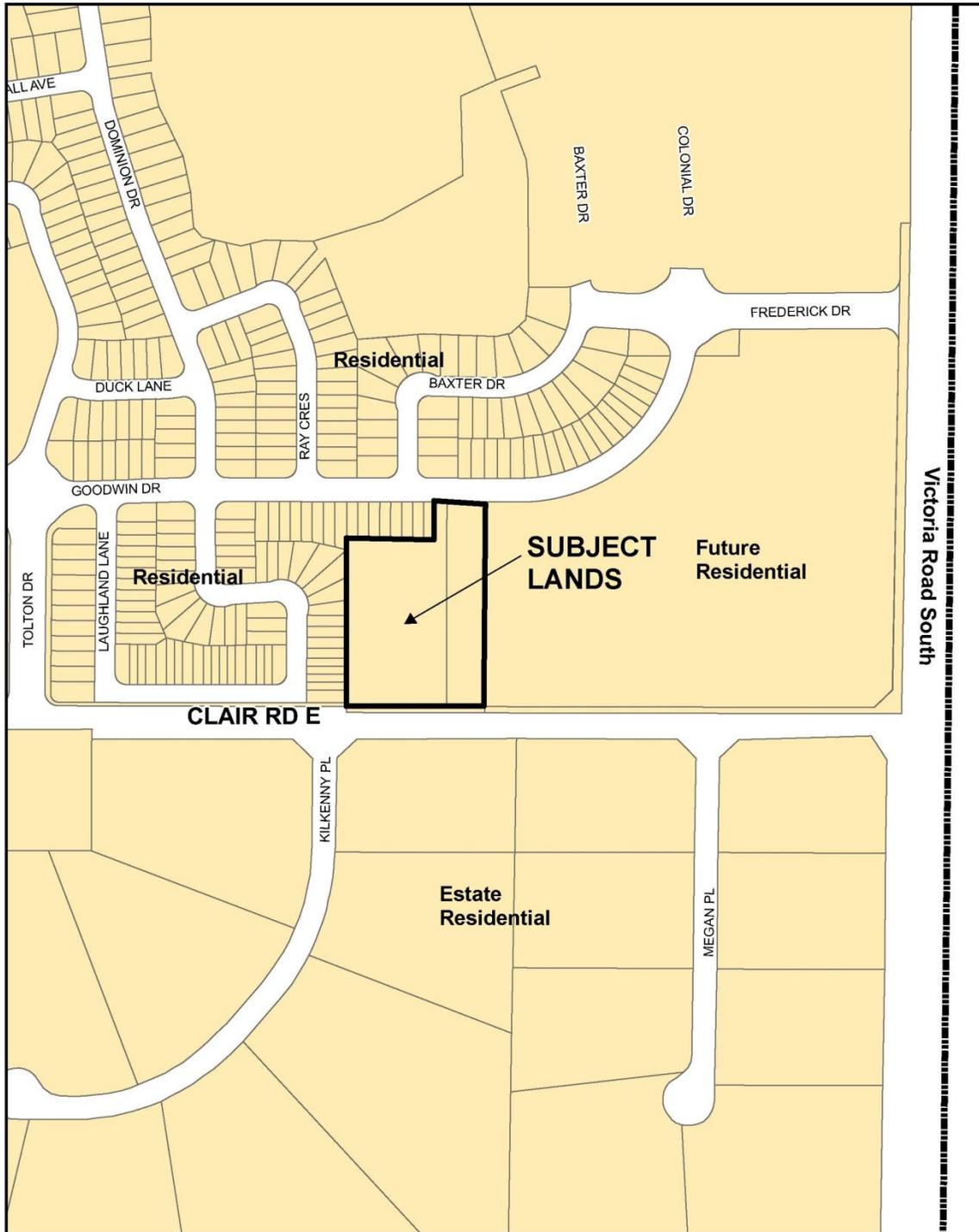
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**Recommended By:**

James N. Riddell  
Director of Community Design and Development Services  
519-837-5616, ext 2361  
jim.riddell@guelph.ca

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Clair Public Meeting (Katie N).docx

# SCHEDULE 1 Location Map

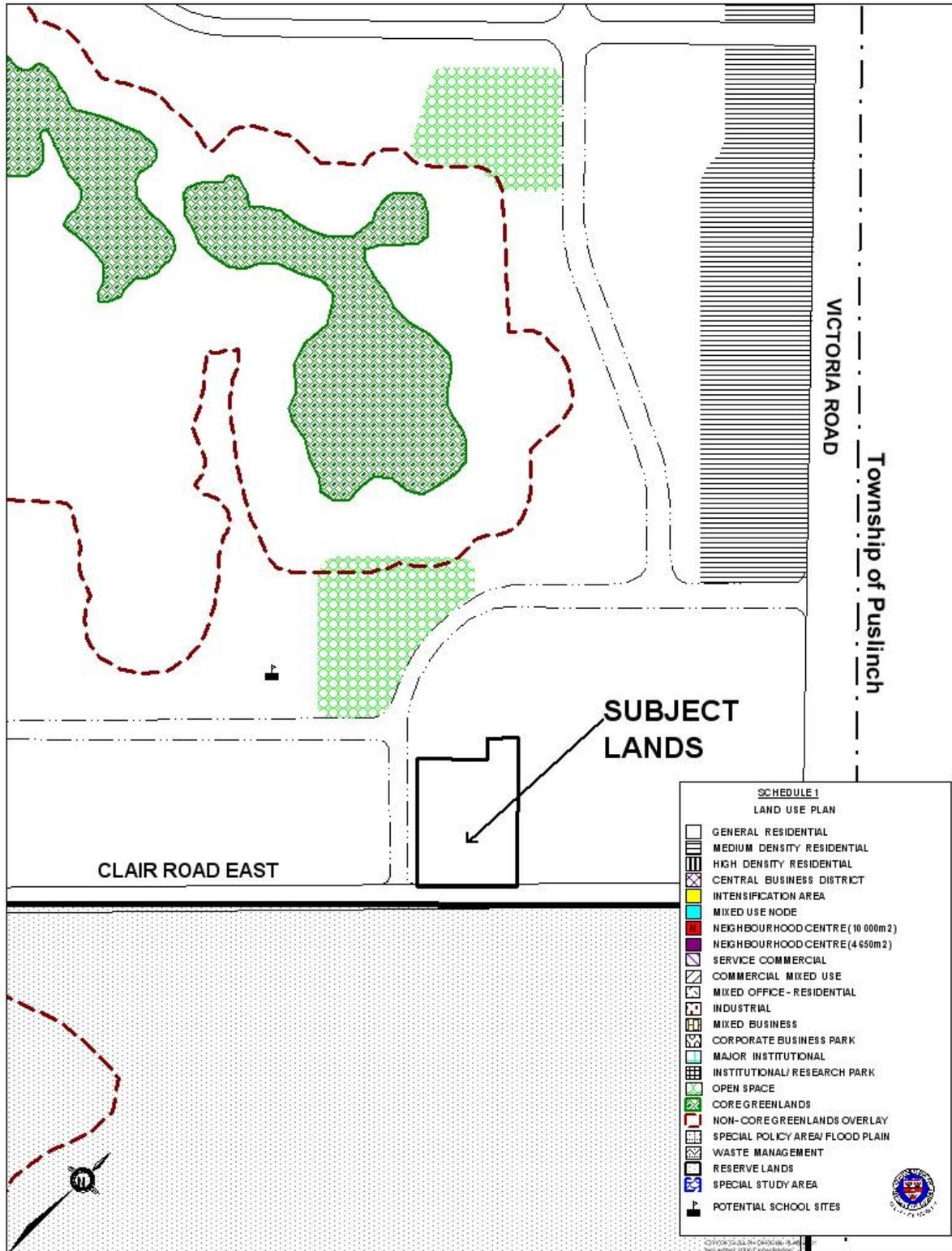


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# SCHEDULE 2

## Official Plan Map and Related Policies



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## Related Official Plan Policies

### Non-Residential Uses in Residential Areas

7.2.26 Within designations of this Plan permitting residential uses, a variety of smallscale institutional uses may be permitted that are complementary to, and serve the needs of residential neighbourhoods. Such non-residential uses include: schools, churches, *day care centres*, municipal parklands and recreational facilities. In addition, *convenience commercial* uses that provide goods and services primarily to the residents in the surrounding neighbourhood may also be permitted. These convenience uses will be limited by the Plan to a maximum *gross leasable floor area* of 300 square metres (3,200 square feet) on a property.

7.2.27 Non-residential uses shall be developed in a manner that is compatible with adjoining residential properties and which preserves the amenities of the residential neighbourhood.

1. In addition to implementing the objectives and policies of subsection 3.6, Urban Design, non-residential uses shall:
  - a) Be located on an arterial or collector road;
  - b) Be located on the property in a manner which minimizes the impact of traffic, noise, signs and lighting on adjoining residential properties;
  - c) Have adequate landscaping and screening to promote compatibility with adjacent activities;
  - d) Have sufficient off-street parking, circulation and access points; and
  - e) Have adequate municipal services.

2. Non-residential uses will be encouraged to concentrate at neighbourhood "nodes".

7.2.28 The development criteria of policy 7.2.27 will be used to assess the merits of a rezoning application for new non-residential uses on properties presently not zoned to permit these activities.

### 'General Residential' Land Use Designation

7.2.31 The predominant use of land in areas designated, as 'General Residential' on Schedule 1 shall be residential. All forms of residential *development* shall be permitted in conformity with the policies of this designation. The general character of development will be low-rise housing forms. *Multiple unit residential buildings* will be permitted without amendment to this Plan, subject to the satisfaction of specific development criteria as noted by the provisions of policy 7.2.7. Residential care facilities, *lodging houses*, *coach houses* and garden suites will be permitted, subject to the development criteria as outlined in the earlier text of this subsection.

7.2.32 Within the 'General Residential' designation, the *net density of development* shall not exceed 100 units per hectare (40 units/acre).

1. In spite of the density provisions of policy 7.2.32 the *net density of development* on lands known municipally as 40 Northumberland Street, shall not exceed 152.5 units per hectare (62 units per acre).

7.2.33 The physical character of existing established low density residential neighbourhoods will be respected wherever possible.

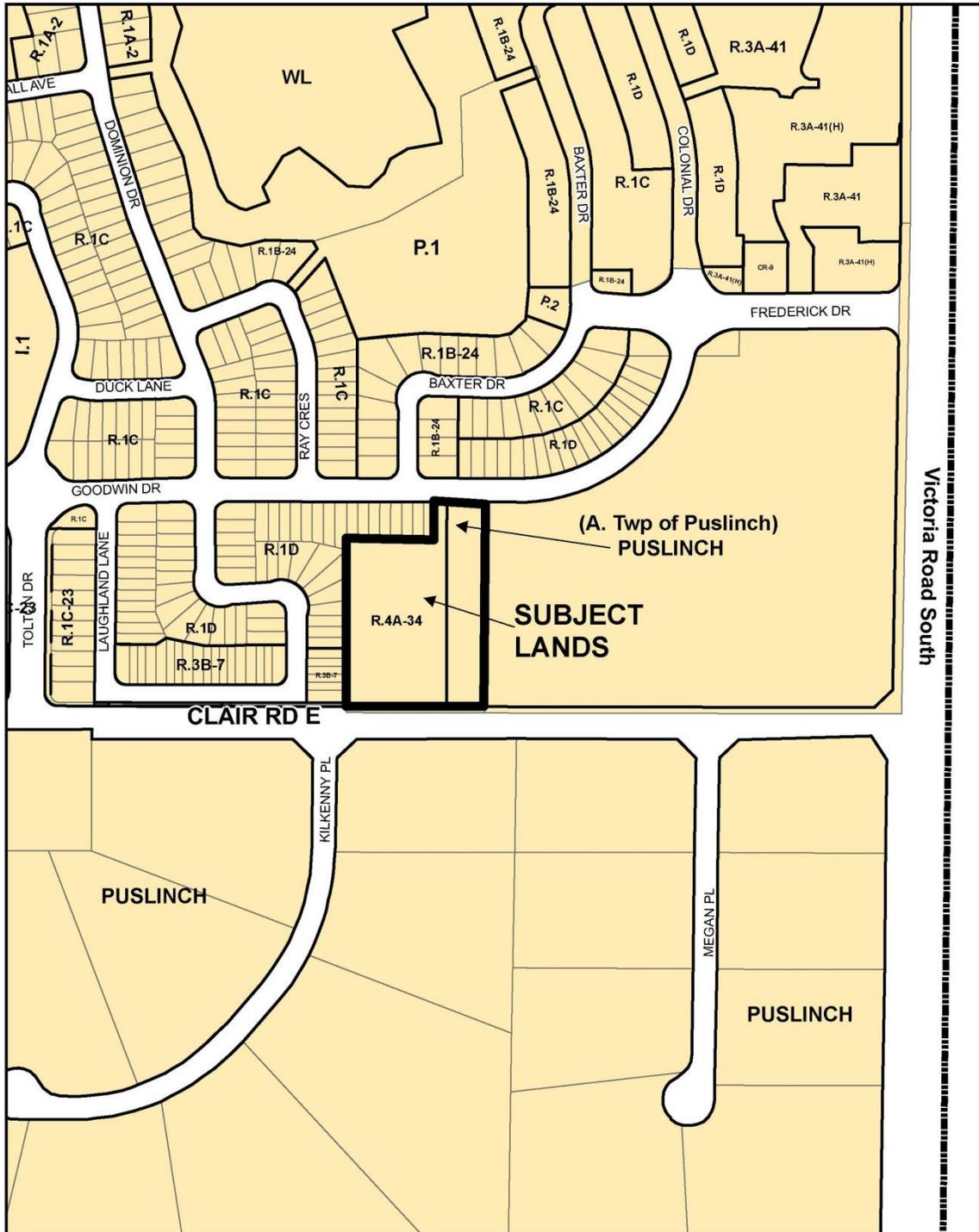
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7.2.34 Residential lot *infill*, comprising the creation of new low density residential lots within the older established areas of the City will be encouraged, provided that the proposed *development* is compatible with the surrounding residential environment. To assess compatibility, the City will give consideration to the existing predominant zoning of the particular area as well as the general design parameters outlined in subsection 3.6 of this Plan. More specifically, residential lot *infill* shall be compatible with adjacent residential environments with respect to the following:

- a) The form and scale of existing residential development;
- b) Existing building design and height;
- c) Setbacks;
- d) Landscaping and amenity areas;
- e) Vehicular access, circulation and parking; and
- f) Heritage considerations.

7.2.35 Apartment or townhouse *infill* proposals shall be subject to the development criteria contained in policy 7.2.7.

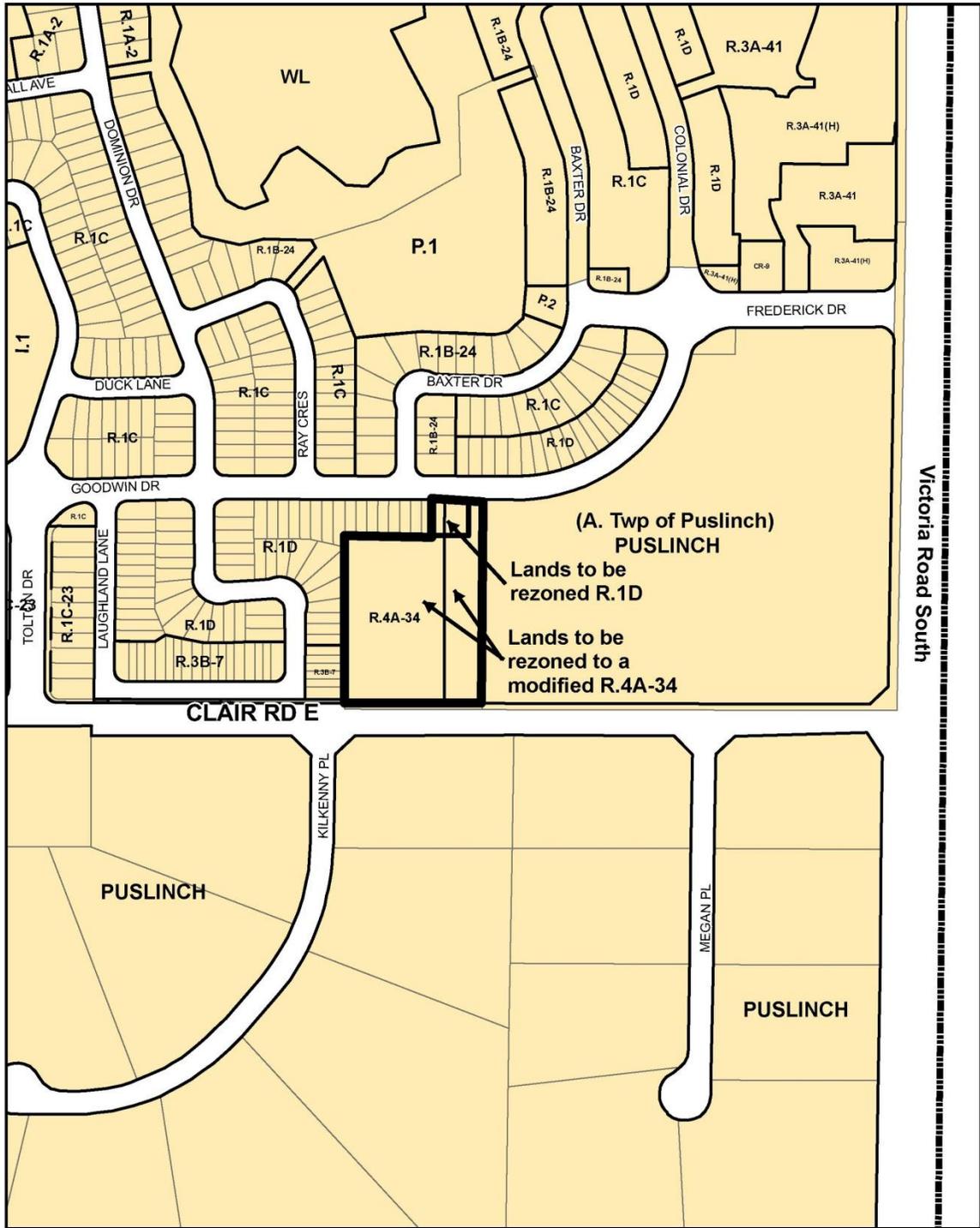
# SCHEDULE 3 Existing Zoning



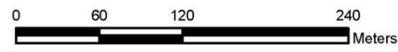
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# SCHEDULE 4 Proposed Zoning

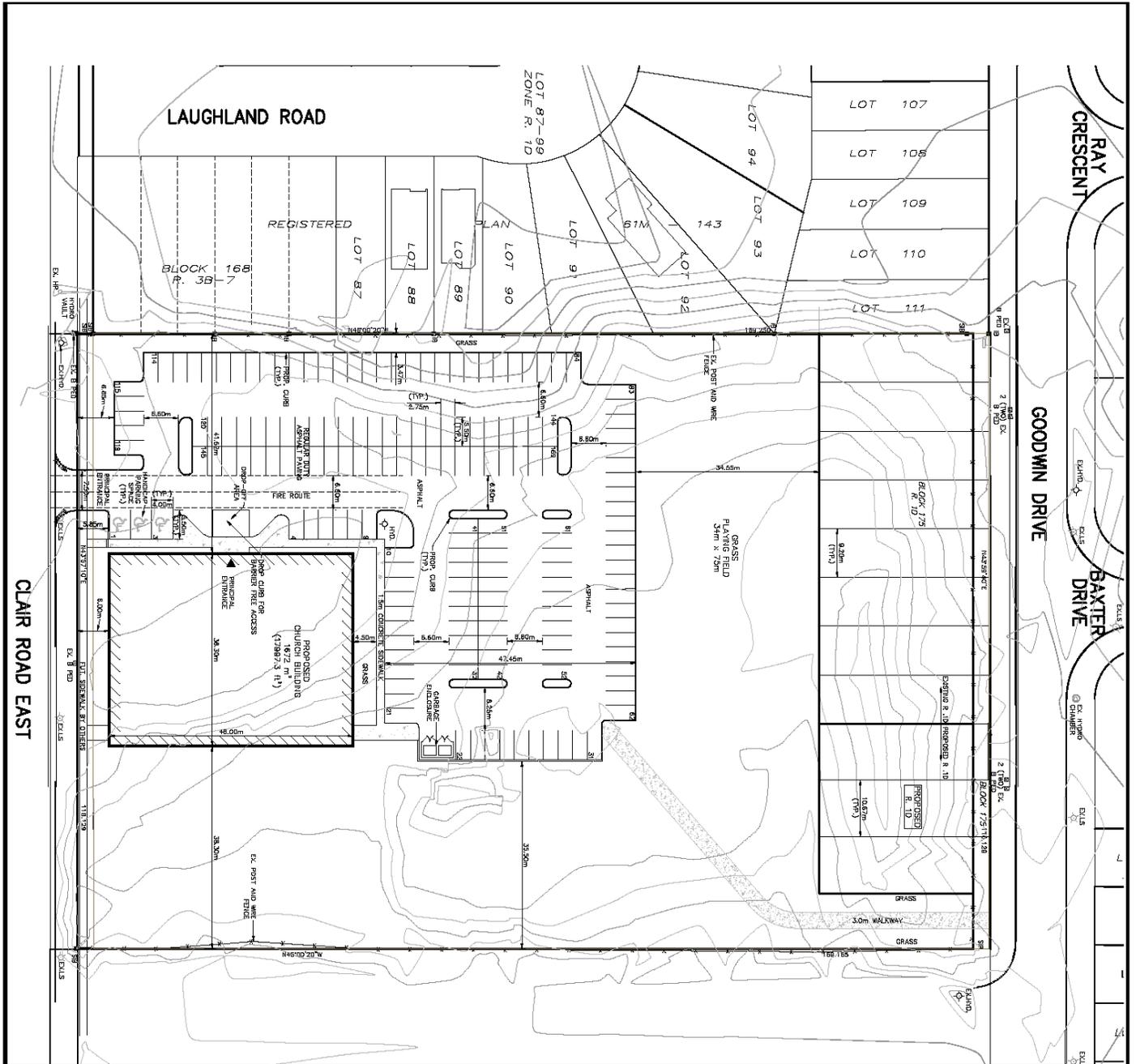


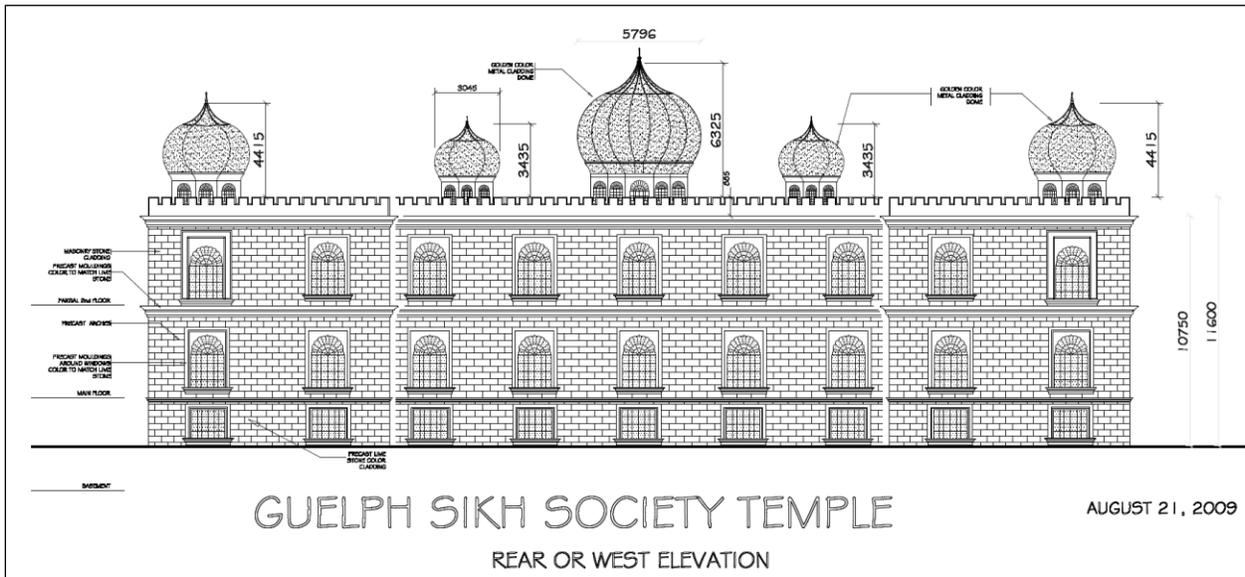
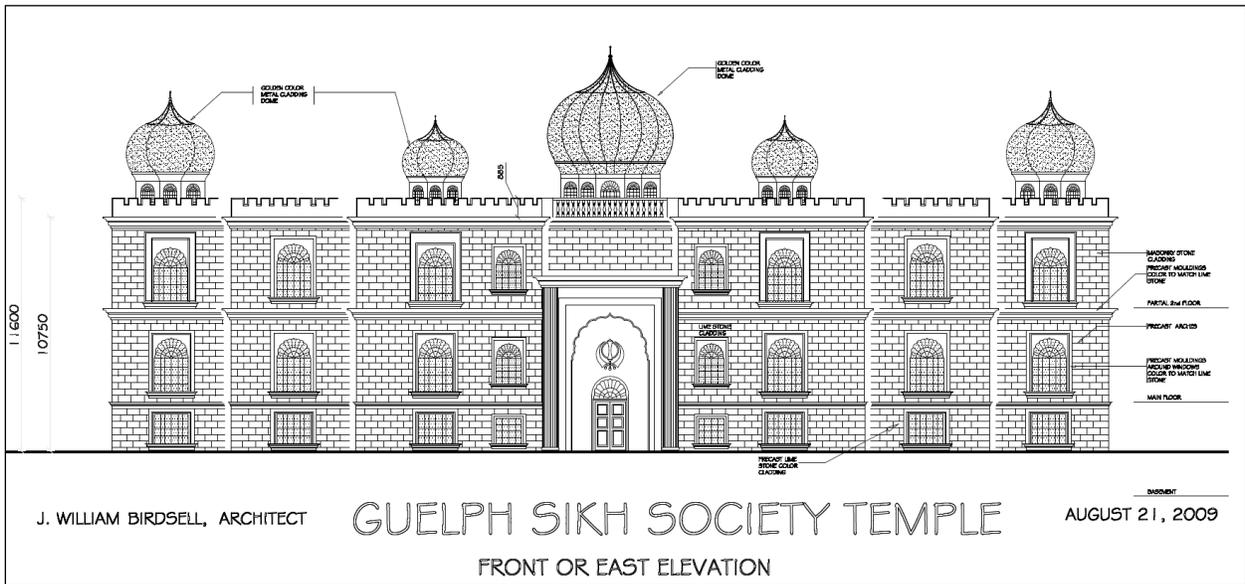
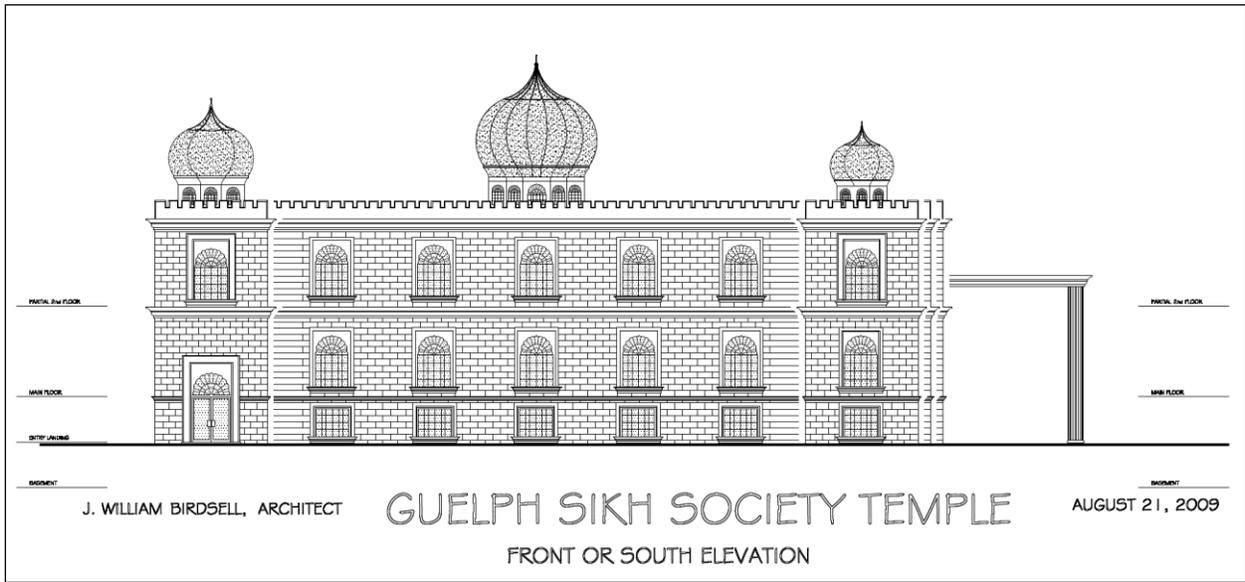
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# SCHEDULE 5

## Proposed Site Layout and Elevations





February 22, 2010

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

Attention: Lois Giles, City Clerk

Dear Ms. Giles:

Re: 410 Clair Road East  
Zoning Bylaw Amendment Application File ZC0912

We are residents of the Westminster Woods subdivision and we are very concerned with the rezoning of 410 Clair Road East for the purpose of a Religious Establishment. As we were unable to attend the Neighbourhood Information Meeting on February 16<sup>th</sup> and we are unable to attend the City Council Meeting on March 1<sup>st</sup>, please accept this letter as our written representation on the above application.

After having reviewed the relevant official plan policies with regards to non-residential uses of land in residential areas (Official Plan Policies, Section 7.2.22 and 7.2.27) we are concerned that:

The construction of the proposed building will not *complement or serve the needs of the surrounding residential neighbourhoods*

The construction of the proposed building will not [*preserve*] *the amenities of the residential neighbourhood*

The proposed design of the building as depicted by J. William Birdsell, Architect, is not *complementary to the residential neighbourhood*

The construction of the proposed building will *not serve the needs of the surrounding residential neighbourhoods*. Unlike a long-term care facility, the proposed building will only serve a relatively small group of people in the surrounding neighbourhoods.

The construction of the proposed building will *not [preserve] the amenities of the residential neighbourhood*. Westminster Woods is a family-friendly neighbourhood and we are concerned that an increase in traffic congestion and street parking associated with events and activities at the proposed building could pose a safety hazard, particularly for children in the area.

We are opposed to the design of the proposed structure as it is not *complementary to the residential neighbourhood*. We have reviewed Schedule 5 of the Council Report (Report Number 09-95) and the architecture of this building does not complement or even resemble

the design and style of the surrounding Westminster Woods and Pine Ridge residential neighbourhoods. Westminster Woods is a master-planned community where all buildings (low-density, high-density, schools, commercial businesses, the library etc.) and all street features conform to a similar form of architecture. The proposed large gold coloured metal domes and precast arches do not resemble the architecture of the neighbourhood and it is not complimentary.

We would have preferred to see a long-term care facility built at 410 Clair Road East as we feel this would have better served the community as a whole. However, if our concerns regarding the impact of traffic congestion and street parking can be adequately addressed and if the design of the proposed structure can be changed to better resemble and complement the surrounding residential neighbourhood, we would no longer oppose the current application.

We would like to receive any future information related to this proposal (please see address below).

Sincerely,

Neil and Sarah Marsden

To City Council and Planning Department:

I have already submitted one letter in regards to this zoning application. I have further researched this subject and would like to share what I have found. Included in my research are 3 comprehensive documents. The first is titled "REVIEW OF THE CITY OF TORONTO ZONING BY-LAW PARKING STANDARDS FOR PLACES OF WORSHIP" – published April 2009. The second is titled "Places of Worship Policy Review" for the City of Brampton, published January 2008. The 3<sup>rd</sup> is titled "OFFICIAL PLAN AMENDMENT NO. 115 PLACES OF WORSHIP TOWN OF MARKHAM" All 3 documents recognize that places of worship impact city planning in many ways.

In my 1<sup>st</sup> letter (dated December 18<sup>th</sup> 2009) I conveyed my disappointment in regards to the lack of information presented, specifically, the omission of building capacity and floor layouts. The floor layouts would allow us to assess the Gross Floor Area (GFA). This information is vital to understand what the occupant capacity of this would be. Upon review of the application to re-zone 372 Crawley for use of a Mosque, I feel this was more properly presented. A Total GFA including basement, mezzanine etc., was documented for all to see. I was at the neighborhood meeting on February 16<sup>th</sup> and asked the question about total floor space. The response given was 1672 square metres (18000 square feet) which included the 1<sup>st</sup> and 2<sup>nd</sup> levels. The basement square footage was not included in the total. When asked what the basement would be used for, the architect said "accessory use".

Since this meeting, the interior drawings have finally been released. I have been asking for these drawings since early December as they would provide clarity on the floor space usage. I have attached them for your review and urge you to look at them. The plans for this building have been setup so that the building can be progressively developed. I wanted to understand how the 1672 square metres was established. I have setup a chart to help break down the information:

Floor	Floor / Space Description	Immediate Floor Area	Future / Potential Floor Area
Main Level	Prayer Hall – Phase 1	694 m <sup>2</sup> (15.5m x 44.8m)	
Main Level	Future Prayer Hall Addition		681 m <sup>2</sup> (15.2m x 44.8m)
2 <sup>nd</sup> Floor	Future Prayer Hall Addition		681 m <sup>2</sup> (15.2m x 44.8m)
2 <sup>nd</sup> Floor	Open to Prayer Hall Below		
Basement	Langar Hall	579 m <sup>2</sup> (15.2m x 38.1m)	
Basement	Unidentified		681 m <sup>2</sup> (15.2m x 44.8m)
Totals		1273 m <sup>2</sup>	2043 m <sup>2</sup>

It is important to note that there are additional rooms for various uses, but to simplify the study, I will only reference these.

The 1672 square metre (18,000 sq. feet) area is simply the footprint of the building (36.3m x 46m). I am extremely disappointed that the Planning Department has accepted this as the total Gross Floor Area. It is quite evident that the basement will be utilized and **should** be included in the total Gross Floor Area. When assessing the total Gross Floor Area of this building, all spaces should be considered. Adding the totals of this chart, we end up with a total of 3316 square metres, or 35,693 square feet. Again, this only includes area of assembly. Taking this into consideration and using the parking bylaw, the applicant should have 332 parking spaces. This is further supports my original estimation of 334 parking spots.

In my last letter, and up to now, I have expressed my concern with the proposed parking arrangements. I'd like to share my concerns about the increased traffic this may cause. Again, to really assess this, we would require an occupant capacity which will not be evaluated until the Fire Marshal assesses the completed structure. At the Feb 16<sup>th</sup> meeting, it was quoted as saying the capacity of this building is 400 people. I am extremely skeptical about this and feel it is very conservative. In a scenario like this, I would like to think that these plans could be given to the Fire Marshal in advance for his estimation. In lieu of that I have reviewed the Fire Code, Article 2.7.1.4 – Occupant Load. This details the area per person to be allocated in specific types of use. In my previous table, there are two types of assembly uses: 1) space with non-fixed seats and 2) dining space. In Article 2.7.1.4, “space with non-fixed seats” the code allows for .75 m<sup>2</sup> per person. For “Dining, alcoholic beverage, and cafeteria space”, the code allows for 1.1 m<sup>2</sup> per person. I will use this data and my estimation for floor areas to demonstrate what I think the legal capacity of this building will closer resemble:

Floor / Space Description	Immediate Floor Area	Future / Potential Floor Area	Area per person Allowance as per Fire Code	Maximum Allowed Occupancy
Prayer Hall – Phase 1	694 m <sup>2</sup>		.75 m <sup>2</sup>	925 people
Future Prayer Hall Addition		681 m <sup>2</sup>	.75 m <sup>2</sup>	908 people
Future Prayer Hall Addition		681 m <sup>2</sup>	.75 m <sup>2</sup>	908 people
Open to Prayer Hall Below				
Langar Hall	579 m <sup>2</sup>		1.1 m <sup>2</sup>	526 people
Unidentified		681 m <sup>2</sup>	1.1 m <sup>2</sup>	619 people
	1273 m <sup>2</sup>	2043 m <sup>2</sup>		3886 people

This is my personal estimation, and these numbers are maximum amounts, but I think it better demonstrates the potential capacity of this building. I am very weary of the applicant's claim of a 400 person capacity. To further substantiate my estimations, I can provide you with 2 similar examples. An 18,000 square foot gurdwara in Canton Michigan is quoted at having a capacity of 2,000 people. A 23,000 square foot expansion of the Hamilton Mosque is reported to accommodate 2100 people.

Can we expect 4,000 people converging to this location at peak times or for special events? There is high density residential not far from that site, plus two commercial malls along Clair that will be developed in the near future. Two Schools being built in the neighborhood will also add to the weekly traffic. We are not yet aware of the traffic implications of the large commercial developments and schools, but they will certainly impact the neighborhood. I feel the addition of this building will only make traffic much, much worse. I believe a traffic study at this time would be useless to complete because the variables will only be known once the schools and commercially zoned properties that have been approved come into existence.

As far as location is concerned, the Markham and Brampton studies both utilize site reservation policies. I am unaware if Guelph has a similar policy. In reading the Official City Plan, I noticed that 180 Clair has been granted permission to use this land for a Religious Establishment. I also noticed that this site has had a sign posted there for some time expressing the intent of the land. I feel that this practice is much more ethical and fair to the community. When I spent my life savings on a home and uprooted my family to come to this neighborhood, I was aware of what that location would be. I think most people would do the same. To just go ahead and change that after most of the residents have moved in is extremely unfair. I think this proposal is also unfair to the residents of the estate homes across the street from this site. These people pay a premium to live in a tranquil surrounding, and I think this proposed temple will likely destroy what tranquility they have left. The Brampton study does not promote "Places of Worship" in "Upscale Executive Housing areas".

I have also heard and read about racism on this proposal. It is disappointing to read comments of this nature written by a small unknown minority. However, if 410 Clair was zoned or reserved for a Religious Establishment before the vast majority moved in, and then there was opposition to a Sikh temple, the racism claim would be more legitimate. I believe the vast majority of residents are concerned by the traffic, parking and noise implications of a structure of this size.

I have read the studies mentioned in the 1<sup>st</sup> paragraph, and have summarized key findings on the following page. I have also electronically attached the documents for full review. I have attached page numbers for reference.

In closing, I am not opposed to a temple of this size in Guelph, however, as a resident of Westminster Woods, I do not feel that this is a fair and reasonable location. I feel that the proposed building is too large and still has too many unknowns, specifically capacity. I cannot help but feel deceived with the applicant's declaration of a 400 person capacity. I think I have proven that the potential occupancy can be much higher than that. Are the applicants willing to legally cap the capacity to 400 people? What are the contingency plans if parking is inadequate or if accidents involving pedestrians significantly increase? Will the City have to widen the roads, install traffic lights, utilize police for traffic control, all at the taxpayer's expense? I don't believe there are any viable options. I truly hope you have the time to review and understand the concerns of the neighborhood.

Sincerely,

Paul Voduris

## City of Brampton summary:

### Page 5

“In particular, the City actively supports the development of Places of Worship in new residential areas through their site reservation process. At the same time, the City through their policies ensures that Places of Worship are located in a manner which serves the residents, while minimizing issues such as traffic and parking”

### Page 6

“Places of Worship are no longer uses which serve a particular residential neighbourhood.”

“The need to provide sufficient parking for Places of Worship was recognized as a major transportation issue.”

“Auxiliary uses such as private schools and residential developments on Place of Worship sites have the potential to cause conflicts with adjacent development. Issues include compatibility, traffic and parking.”

### Page 13

#### **“All Places of Worship have potential land use and traffic implications, particularly parking**

Ideal sites are those which are visible and accessible on major roads. However, regardless of the site location and size, the provision of adequate parking can be a concern. This is accentuated by the difficulty of establishing seating capacity, and the resulting potential for parking shortfalls. The issue is of concern for a number of reasons:

- Land use compatibility and related impacts with neighbours/safety issues
- Compatibility issues with neighbours or unsafe conditions result because “over flow” parking occurs on local streets or parking lots on other properties. This is a particular concern when the parking is illegal (e.g. driveways or fire hydrants are blocked, parking too close to intersections, or parking on both sides of the road, impeding emergency vehicle access);”

### Page 18

“The need to provide sufficient parking for Places of Worship was recognized as a major transportation issue, particularly for Places of Worship without fixed seats.”

### Page 19

“Places of Worship can potentially create conflicts with surrounding uses, particularly with respect to parking and traffic, if they are not located properly and sufficient parking provided. The increasing size and function of many of these facilities creates an even greater potential for land use conflicts.”

### Page 25

“Balancing the needs of faith groups to expand opportunities to locate in a variety of land uses are the interests of the neighbours who seek to ensure that the Place of Worship does not interfere with the normal enjoyment or use of their property, whether it be residential or commercial/industrial.”

### Page 26

“Places of Worship were historically smaller scale uses designed to serve specific residential neighbourhoods. The City’s approach to locating Places of Worship, which encourages them in residential areas, reflects this traditional practice.

Today, the diversity of faith groups and the fact that many Places of Worship serve congregants from a wide area, mean that, while Places of Worship are still appropriate in residential areas, the size of many of the places of worship requires that careful consideration be given to their location.”

#### **Page 27**

“Conflicts can arise where inadequate parking is provided, and from traffic, noise and light, particularly in a residential area.”

“While each Place of Worship operates in a different manner, the key issue in terms of impacts on adjacent land uses relates to parking, and traffic. If insufficient parking is provided or the use is located inappropriately, these impacts can be significant regardless of the size of the worship area. However, based on general experience, the Study’s traffic consultant has indicated that particular concern should be given to the location of Places of Worship with a worship area of more than 929 sq. m (10,000 sq. ft.). Such large scale Places of Worship are more likely to generate parking and traffic which would impact on adjacent low density residential development.”

“The current standard used by the City of 0.6 to 1.2 hectares is often not large enough for many faith groups.”

#### **Page 30**

“The policies will continue to encourage Places of Worship to locate in the Residential designation, although as is currently the case there would be an exception for **Upscale Executive Housing areas**. In addition, specific criteria will be provided for the location of Places of Worship to ensure that any impacts (e.g. parking, traffic) are minimized.”

#### **Page 35**

“The differentiation is based on input from the traffic consultant which indicates that particular attention should be given to the location of Places of Worship with a worship area of more than 930 sq. m (10,000 sq. ft.). Such large scale Places of Worship are more likely to generate parking and traffic which would impact on adjacent low density residential development. Therefore, large scale Places of Worship are proposed to be defined as those with worship areas of over 930 sq. m. (10,000 sq. ft) of net floor area. The proposed locational criteria for such large scale facilities suggest a location on sites:

- with frontage on an arterial road, with regular transit service, at an intersection with another arterial or major collector road;
- easily accessible by pedestrians and bicyclists;
- **in areas where the predominant uses are higher density residential development or sites which are adjacent to other institutional uses or non-residential development,”**

#### **Page 39**

“Based on information from the background research and our understanding of current trends, Places of Worship are increasingly serving people outside of the neighbourhood where they are live. The amount of traffic is increased as people drive to these Places of Worship, and often, on-site parking is insufficient, especially when special events are held at these locations. The provision of adequate parking is often difficult to determine based on seating capacity when there is no fixed seating for some of the faith groups. The following issues have been identified:

i) Insufficient parking for some Places of Worship results in conflict with neighbours and creates unsafe conditions in the neighbourhood. When on-site parking is insufficient, the amount of parking on local streets, as well as unauthorized parking on other properties in the surrounding area, tend to increase. Issues such as blocked driveways, parking too close to fire hydrants or intersections, parking on both sides of the road, thereby creating problems for emergency vehicular access on narrow streets, have all been identified.

ii) The safety of congregants is compromised by insufficient on site parking when they have to cross busy roads to reach the Places of Worship.

iii) The costs of providing sufficient on-site parking can be onerous for the faith group and the parking rarely is sufficient to meet peak demands for special services. Alternate arrangements such as sharing parking with adjacent uses may not always be available or viable options.

iv) Increasing traffic volumes around places of worship as congregants travel greater distances to their faith group.

v) Many Places of Worship are now performing a variety of social and community functions which have intensified land use and the resultant increase in traffic and need for additional parking. Identifying what constitute these additional uses and determining the appropriate parking ratio continue to be a challenge.

vi) The City's current parking standard does not define worship capacity or define a seat."

#### **Page 43**

"Total Parking Requirements Based on the parking standards for Places of Worship and auxiliary uses, it is proposed that consideration be given to total parking requirements for Places of Worship which would be the sum of:

- Parking requirements for the worship use and accessory space as defined previously in this section;
- Parking requirements auxiliary uses to be based on the City's current standards for those individual uses; and
- Residential parking requirements for accessory residential uses.

The recommended parking standards have the following advantages:

- All types of "seating" arrangements for Places of Worship are considered, and,
- Parking for auxiliary and residential uses will be appropriate for those uses. However, it is recognized that each Place of Worship is unique. Therefore, the policies for Places of Worship should recognize the potential for the establishment of reduced parking requirements to reflect specific circumstances, including shared parking arrangements where a significant auxiliary use is located on the site. A parking study would be required as a basis for the reduced requirements. The parking study should address the following:
  - Capacity of the Place of Worship;
  - Any formal agreements to share parking with nearby uses; and,
  - Usage of the Place of Worship, including accessory and auxiliary space."

#### **Page 44**

“Most Places of Worship no longer function primarily as a community focused spiritual centre for the immediate neighbourhood. In addition, they offer a variety of programs over and above their traditional (worship) function and these programs do not all occur on one particular day of the week. As a result, the intensity of use, which attracts people citywide and beyond to these destinations, can create traffic problems for surrounding residential development. To mitigate the potential for traffic impacts, it is proposed that Places of Worship generally be located at the intersection of major roads, including major collector roads and arterial roads.”

#### **Page 47**

“Places of Worship shall be used primarily for the practice of religious rites, and include accessory uses which are subordinate and incidental to the practice of religious rites. Examples of accessory uses include, but are not limited to, classrooms for religious instruction, programs for community social benefit, assembly areas related to worship, kitchens a residence for the faith group leader, and offices in support of the worship use.”

“Auxiliary uses associated with a Place of Worship are uses which, unlike accessory uses, are not an integral part of all Places of Worship, but may be planned to function together on the same site. Auxiliary uses associated with a Place of Worship are generally only appropriate on sites permitting large Places of Worship and must be permitted in the zoning by-law or necessitate a zoning by-law amendment. Consideration will be given to reducing the parking requirements as a result of the shared use of the site subject to the submission of appropriate parking studies.”

“Examples of auxiliary uses include, but are not limited to cemeteries, schools which offer an academic program in addition to religious instruction, seniors/retirement housing, supportive housing, and assembly areas for purposes other than worship or which have a commercial function such as a banquet hall or a recreation facility for the faith group or others.”

#### **Page 65**

Traditionally, faith groups have served the local population. However, many Places of Worship now serve a more widely dispersed congregation, in some cases extending well beyond the municipal boundaries.”

#### **Page 74**

“Regardless of the location of the Places of Worship, 82% of respondents identify the automobile as the primary mode of travel by 90% of their attendees.”

#### **Page 77**

“The diversity of these facilities means that it is extremely difficult to predicate what their needs will be with respect to size (both with respect to site and building) and location. There is a trend to larger facilities (over 929 sq. m/10,000 sq. ft worship areas), at the same time the majority of the information about existing development indicates that there are and will continue to be many facilities which are smaller than that.

However, even the smaller facilities, will not be neighbourhood based, but will draw there members from a wider area. This is a result of a variety of different factors including the diversity and mobility of the population, the number of different faith groups, the mobility of the population, and the lack of financial and human resources (e.g. declining numbers of clergy). This has implications for the size and type of facilities, and the mode of travel to the facility.”

“All Places of Worship have potential land use and traffic implications, particularly parking. Ideal sites are those which are visible and accessible. However, regardless of the site parking is always a concern. This is accentuated by the difficulty of establishing seating capacity, and the resulting potentials for parking shortfalls. Other matters of concern include traffic, noise and lighting.”

#### **Page 82**

“Requirement that Worship Reserve sites be included in appropriate subdivision plans and retained for acquisition and use as Places of Worship for a period of 3 years after subdivision plan registration, but permitting their use in the alternative for Low Density Residential without a Plan amendment”

#### **Page 92**

“Traffic concerns, and particularly those related to parking, are significant issues with respect to Places of Worship. For instance, 30% of the respondents to the Existing Places of Worship Survey noted that they had concerns with their current parking arrangements, and even those with no concerns often indicated through other information they provided that parking is a significant issue for them (e.g. use of on-street parking, provision of significant parking spaces).”

“The concept of place of worship is constantly evolving and expanding. Different religious and cultural ideals have altered the historical place of worship use and form. The original idea of the place of worship being primarily a main worship area with row upon row of seats is no longer the norm. In addition, other ancillary uses like daycares, schools, offices, residences are becoming more prevalent. Further, the place of worship is no longer serving the local community (within walking distance), but a larger regional community.”

#### **Page 93**

##### **“A3.2.1 Parking Issues**

The provision of insufficient parking is the key issue identified with Places of Worship based on the research carried out for the study. The Survey results substantiate this concern, with respondents identifying the need to use on-street parking to meet parking demand or, in one case citing the parking issue as part of the rationale for the establishment of a “daughter” congregation. Even those respondents who did not identify a parking issue are responding to the concern by using a variety of mechanisms such as providing substantial parking areas, permitting parking on grassed areas for special occasions, or making arrangements with adjacent facilities such as schools to allow parking.

The issue is of concern for a number of reasons:

- Conflicts with neighbours/safety Issues
- Conflicts with neighbours or unsafe conditions result because “over flow” parking occurs on local streets or parking lots on other properties. This is a particular concern when the parking is illegal (e.g. driveways or fire hydrants are blocked, parking too close to intersections, or parking on both sides of the road);

- Safety of Congregants

Congregants may have to park a distance away in areas which are not completely safe or which require them to cross busy roads to reach the place of worship.

- Costs of Providing On-Site Parking

The costs of providing sufficient on-site parking can be onerous for a congregation. In addition, given the fact that the majority of the parking is only required once or twice a week it is not an efficient use of land.”

#### **Page 103**

#### **Page 104**

“The Muslim and Sikh Places of Worship are similar in the sense that worship areas do not have formal seating arrangements and that the worship area accounts for approximately between 50% and 60% of the total gross floor area (GFA) (with some site to site variations).”

#### **Page 107**

“However, it is recognized that each Place of Worship is unique. Therefore, the policies for Places of Worship should recognize the potential for the establishment of reduced parking requirements to reflect specific circumstances, including shared parking arrangements where a significant auxiliary use is located on the site. A parking study would be required as a basis for the reduced requirements. The parking study should address the following:

- Capacity of the Place of Worship;
- Any formal agreements to share parking with nearby uses; and,
- Usage of the Place of Worship, including accessory and auxiliary space.”

#### **Page 110**

“Although different faiths may have different car occupancies, we conclude that 2.5 persons per car is a reasonable assumption for determining the parking standard for the average place of worship.”

#### **Page 111**

“There are several elements that need to be assessed in the evaluation of Places of Worship development proposals including but not limited to:

- Compatibility of land uses;
- Scale of development in relation to adjacent neighbourhood;
- Impact of peak traffic periods on adjacent roadway and operations of neighbouring land uses;
- Potential for identifying locations for Places of Worship within the Secondary Plan process;
- Potential to locate Places of Worship adjacent to land uses where the peak hours of operation do not coincide (i.e. adjacent to schools); and,
- Impact of peak parking periods on adjacent roadway and operations of neighbouring land uses.”

### **City of Toronto Summary**

#### **Page 4**

“Places of worship provide valuable services to communities, but bring with them a number of planning issues. In some cases, these may include high periodic parking demand, which may overflow onto nearby streets, large land requirements, and land use zoning concerns when such facilities try to locate in industrial areas.”

“Existing parking standards for places of worship are highly varied across the former municipalities. New parking standards are required to harmonize these standards and make them applicable to new trends in places of worship. These trends include larger facilities with more secondary (e.g., banquet hall) and auxiliary uses (e.g. daycare) and worship spaces without fixed seating”

#### **Page 5**

“The types of places of worship being established represent a wider variety of faith groups. New places of worship for religious denominations such as Evangelical Christian, Muslim, Buddhist, Hindu, and Sikh

may have different activity patterns and parking demands than Roman Catholic or Protestant churches, which have been the traditional basis of place of worship parking requirements.

\* The average size of these facilities is increasing and there has been the emergence of mega-churches, or very large facilities that serve a larger, more regional population and combine a variety of uses (e.g., worship spaces, schools, homes for the elderly, daycares, banquet halls, etc.).”

#### **Page 7**

“Updated parking standards must consider the design and use of places of worship for these growing faith groups, which is further discussed in Section 2.3.”

“There is clearly a trend towards larger facilities. **The average size of new places of worship established between 2000 and 2005 was more than double the average size of places of worship established between 1975 and 1990.** Exhibit 2-4 shows the breakdown of existing places of worship by GFA and year of establishment. While the majority of new facilities (~70%) are still less than 1,500 m<sup>2</sup>, large places of worship (i.e., greater than 2,500 m<sup>2</sup>) are growing at the fastest rate.”

#### **Page 9**

“First, the trend towards larger facilities is part of a larger trend towards places of worship that serve a more regional congregation. Larger facilities provide more services and attract a more regional congregation. As worshippers travel farther to their place of worship, they are more likely to drive, which increases the parking demand.”

“To discourage regional places of worship, the City of North York Zoning By-law limits places of worship to a maximum size of 2,787 m<sup>2</sup> (30,000 ft<sup>2</sup>). This threshold is based on a study, conducted as part of the North York Official Plan Institutional Policy Study, which showed that most of the existing places of worship at the time were smaller than 2,300 m<sup>2</sup>. In addition, it was determined as part of the 1994 Places of Worship in Industrial Areas study<sup>7</sup> that larger facilities would be more regional places of worship, which in addition to creating high parking demand at peak worship times, typically contain non-worship uses (e.g., schools, daycares, recreational facilities) that generate traffic and parking during times of peak industrial traffic.”

“Building on this point, a place of worship study conducted in the Town of Markham found that places of worship larger than 1,000 m<sup>2</sup> GFA were more likely to have a secondary use. Out of the 29 places of worship surveyed over 1000 m<sup>2</sup>, 10 (34%) had day care or a private school and 12 (41%) had indoor recreational facilities. These non-worship uses indicate that places of worship are important to communities; however, they also likely generate parking demand during worship and non-worship hours that may need to be considered in the parking requirements.”

“According to a recent paper on places of worship in the GTA, a large number of places of worship have obtained rezoning to move into industrial areas. It is also reported that 22% of Toronto’s places of worship are located in industrial areas<sup>8</sup>. Exhibit 2-5 superimposes the location of new places of worship on the Official Plan Urban Structure Map. Based on this exhibit, it appears that about half of new places of worship were located in Employment Districts between 1995 and 2005. This was likely to take advantage of cheaper land and buildings, fewer chances for noise or parking complaints, and potential for shared parking, particularly on the weekends.”

#### **Page 12**

\*see table 2-6

“Most places of worship typically have secondary or auxiliary uses including religious personnel residence and other services. In addition, Buddhism, Hinduism, Islam and Sikhism do not use “seating” in their worship areas. This is important to note, since many existing place of worship parking standards are specified in terms of seats in the sanctuary (e.g., Downtown Toronto and Etobicoke).”

“Whether parking standards are specified in terms of seats or GFA or another measurement basis, the goal is typically to use some measure that relates to the person capacity of the place of worship or the worship space. However, determining the capacity of a place of worship is complicated due to:

- \* The flexibility in total seating in the main worship area;
- \* The flexibility in the area used to accommodate the seating; and
- \* Differences among worship groups as to where men, women, and children worship”

#### **Page 14**

“Peak times for worship and activity are also of interest when considering how parking demand and traffic generated by a place of worship affects the surrounding area.”

See table 2-7

#### **Page 17**

\*See Table 3-3

#### **Page 23**

“Auto occupancy for trips to places of worship tends to be higher than for most other trips since families travel together. The number of passengers per vehicle typically ranges from 1.5 to 3. Most studies use the value of 2.5 passengers per vehicle, which is also adopted for first principles calculations in this study.”

#### **Page 24**

\*See graph 4-5, 4-6, 4-7 to demonstrate increased parking requirements for non-fixed seating

#### **Page 29**

“To account for the fact that large places of worship typically attract a more regional congregation who are more likely to drive, it is also proposed that the minimum and maximum parking standards be increased by 10% for facilities larger than 2,800 m<sup>2</sup> GFA (~30,000 ft<sup>2</sup> GFA).”

Dear Lois Giles.

I understand that a motion is in progress to rezone 410 Clair Road for a Religious establishment..

I would like to voice my opinion as a tax paying Guelph resident, and also as a family who lives in Westminster woods community..  
I and also my family feel very strongly that this should not be allowed..

First reason is because no other Religious group was allowed to purchase land in and build in the whole area of Westminster woods., or Clairfields, or Pineridge, but somehow now there is consideration for a Sikh Temple...

We feel that fair is fair, and why should they be allowed to build there when no other's were allowed too..

Also, the increased traffic flow in the area is of great concern. Traffic coming and going.

The size of the building on the landscape is a concern, and finally this area is supposed to be family housing, and a Temple does not fit into the plan.. as far as we see it anyway.

There are many other places to build in Guelph and a residential area is NOT the place to build a large temple.

Thank you for allowing us to voice our opinion.

Respectfully yours,

Kevin, Kim, Danny, Emma, Angela and Jesse Pottruff

Good Evening Lois,

My name is Joleen Maria Constantis and I reside at \_\_\_\_\_, and I just wanted to pass on my thoughts regarding the proposal for the Sikh Temple.

Firstly I would like to point out that I have no problems whatsoever with diversity as I myself am a first generation Canadian with parents from both Italy and Portugal. I am also a firm believer in the freedom of religion in Canada, and believe that it is one of the things that makes this country great.

I do however have strong opposition to a large structure being built in our neighbourhood that will increase traffic flow and congestion on Goodwin Drive. Our home is literally across the street from the Subject Lands where The Temple is proposed to be built and my husband and I are concerned that our future children's safety will be compromised amongst traffic and congested streets.

I have been made aware that much of this traffic issue will be due to an access path from Goodwin Drive, which will be located on Westminster Woods property. My husband and I pay a monthly fee, as do all of the inhabitants of this community, for the upkeep of our neighbourhood common areas, and 6 kilometres of trails. If the public is granted access to these paths then it takes away from the feeling that we are investing into something special, which is why we chose this neighbourhood in the first place to start and raise our family.

I am also concerned with the enormous size of the proposed temple itself, and wonder where all of it's participating members will park their cars. Will there be late night festivals and wedding celebrations, much like European community halls? Will the size of the proposed structure take away from the look and feel of our "suburban", and I stress that definition, neighbourhood? Regardless of religion, whether it be a Roman Catholic Church, Buddhist or Sikh temple, I just don't feel that it is the right zoning for the Subject Lands.

Please consider this as my strong vote **against** having the Zoning for this Temple approved.

Thank you kindly. Any response or updates on the situation would be greatly appreciated.

Best Regards,

Joleen Maria Constantis

Good Morning

Could you please pass this information on to Lois Giles for submission to the March 1, 2010 meeting, and confirm receipt of this email?

I am a resident of the Westminster Woods subdivision and I am writing to support this rezoning application. The application should be reviewed and a decision made according to the city's Official Plan, other relevant legislation, and how the layout can fit into the community without causing traffic disruption. If the zoning requirements can be met, I would very happily welcome this temple into our neighbourhood, and would be glad to support my fellow community members who choose to worship in their new home.

I have read in the paper that as our community becomes more diverse we need to learn to be "tolerant" and I just want to pass on a bit of wisdom given to me a few years ago during a conversation on diversity. We "tolerate" a headache, as if we have no choice but to learn to live with it. When it comes to diversity, we can make a choice to welcome it, to learn from each other, and to accept others for our differences, with respect. This involves much more than "tolerance."

I can be contacted at \_\_\_\_\_ if you need my signature on my written submission, or any additional information.

Thank you.

Sincerely  
Alison Scott  
Guelph Ontario

Dear Ms. Mayor and Councillors,

I am a South End Guelph resident, residing within Ward 6 of Guelph. I am also a Sikh Canadian and have been deeply disturbed by the response of many Guelph residents within my own neighbourhood at the proposed Gurdwara (ie. Sikh Temple) on Clair Road. I read the online posts on sites such as <http://ward2guelph.wordpress.com/> and <http://stop-the-temple.info/drupal/> and am appalled at the level of intolerance and the prejudice with which some people are trying to make their opposition known.

Here are just a few of the comments on the "stop-the-temple" site, for which fliers were mass distributed:

"they are suicide bombers, child molesters, they kill their kids because they go out after dark, rapists, Con artists, Scammers"

"Because of Immigrants someone gets shot in Toronto almost daily"

"First its a Sikh Temple. Next it will be a Mosque. Both are violent cults "

These comments are without a doubt promoting hate and racism against Sikhs. The administrators who are claiming to lead this opposition to the Gurdwara claim they are not racists, they will moderate the discussions, yet the comments removed are those that speak up against the above example comments.

I feel that much of the opposition to the Gurdwara is based on stereotype, prejudice, and fear. I am hopeful that as elected representatives of all Guelph citizens, Sikh and non-Sikh alike you will not take into consideration comments made by those who are including derogatory remarks or judgments against the Sikhs in their arguments.

Regarding some of the points raised by the general citizens of Westminster Woods against the construction of the Gurdwara, although I do not speak as a designated representative for the Guelph Sikh Society, I would like to provide some comments from the perspective of a Guelph Sikh resident in the area of question for your consideration:

The opponents believe that the Sikh Society is misleading the city and the residents about the capacity of the Gurdwara and the number of parking spaces required. Much of this suspicion is based upon stereotypes of Sikh communities in other cities such as Brampton and fear that a sudden influx of Sikhs will come to Guelph every week to attend services at the new Gurdwara. However, this is an unrealistic and unsubstantiated claim. The Gurdwara will serve the current Guelph Sikh population, which is of a known size, and there would be no sudden migration of Sikhs from surrounding communities since these communities all already have suitable Gurdwara's to serve their needs. New Gurdwara's of similar or larger size have been built in many communities in the GTA other than Brampton, and they don't result in sudden increases in the Sikh population.

Regarding parking and the concern that the floorplans of the Gurdwara allows for much higher capacity than the current number of parking spaces allows for, I think an understanding of how Gurdwara's function is necessary to fully consider the validity of this concern. The layout of a Gurdwara is very different functionally from that of a

Church. Not all rooms in a Gurdwara would be used or occupied at the same time. A typical Sikh worship service is such that the entire congregation sits in the main prayer hall to pray and listen to services at the same time, and then after the services complete the entire congregation goes to the Langar hall to partake in a community meal together. The entire meal is prepared and served in the same Langar Hall so space is needed for an adequate sized kitchen and seating space for the entire congregation. A typical Gurdwara also allows separate space for holding children's Punjabi classes during the services. These classes could not be held in either the prayer halls or the Langar hall. Therefore the proposed layout from the Sikh Society floorplans is not misleading in the suggested maximum capacity. The new proposed site would have over 160 parking spots, which is much more than the current Guelph Sikh population could fill, even on the busiest of days. Also, as other posts have mentioned many of the current congregation lives in the area and has suggested that they would walk to the location.

There is a fear of constant traffic increase and noise in the Westminster Woods community. This would concern me as well if I thought that it would be a problem. However, given that services are typically only held on Sunday and the traffic would be constrained to Clair Road, I don't see how the Gurdwara would disrupt the neighbourhood. The Clair Road traffic is much greater during weekday rush hours, especially given the new retail development on that road, than it would ever be on a weekend even with a place of worship located at this site. There wouldn't be any speakers on the outside of the Gurdwara that would cause any abnormal amounts of noise. Also the location is not in the middle of the residential area, but rather on the edge of the community and would only be entered to from the non-residential Clair Road.

Opponents argue that there will be an increase in city taxes. However, Sikhs are also tax-paying citizens of Guelph and these taxes go towards supporting many services and religious establishments in Guelph. It is not fair to deny anyone the right to equal services based on claims of taxes.

The Guelph Sikhs are not attempting to mislead or trick anyone and do not want to create negative relations with the residents in Westminster Woods. Please give consideration to all the comments that are supported with valid facts, from Sikhs and non-Sikhs alike, when making a judgment on the application by the Sikh Society.

Thank you,

Manpreet Kaur

Dear Mayor, the City Councillors, and the City planners:

After participating in Public Information meeting on Feb. 16, we, as the residents at Westminster Woods, more than ever strongly oppose the application of re-zoning 410 Clair Road East to permit a religious establishment as the following reasons:

1. The official plan policies state: “Within designations of this Plan permitting residential uses, a variety of small scale institutional uses may be permitted that are complementary to, and serve the needs of residential neighbourhoods. Such non-residential uses include: schools, churches...” The city should conduct a survey to determine what percentage of residents in Westminster Woods needs the proposed Guelph Sikh Society Temple. The survey result should be used as a base for the city to make a decision.
2. Comparing the nursing home with the proposed temple by the city staff in the Feb 16 information meeting is absolutely misleading and baseless :
  - 1) The proposed the temple is just around two thirds of total area planned for the nursing home, while the rest is to be developed. Yet, the temple has even larger paved footprint, generating the more storm water. As well, the temple will have much higher temporal wastewater flow from the occasions of major temple services and celebrations, causing the much greater risk for the sewer and storm water infrastructure to exceed their maximum capacity.
  - 2) The nursing home is a residential apartment building, which has no compatibility issues with the surrounding residential areas, while the temple with large domes is not architecturally compatible with adjacent residential properties.
  - 3) The nursing home pays property taxes to cover the city services, while the temple does not pay tax but will get the city services which are paid for by our taxpayers.
  - 4) The traffic, noise, signs, and lighting resulting from the nursing home are minimum and consistent, while those resulting from the temple are overwhelming in the occasions of major temple services and celebrations and are unpredictable.
  - 5) The nursing home will remain the same, while the temple has a potential to further expend to the east.

It is not logical to lead approval of the temple in the same way that the nursing home had been approved. It is unfair for residents in the affecting neighbourhood to take so many risks of unpredictable traffic, more property taxes, and home devaluation.
3. The traffic study that the city plans to conduct must take two new schools in the neighbourhood into consideration. In a small and heavily populated residential area, how busy will traffic be from two schools plus a temple? It is not fair for residents in the affecting neighbourhood to have much busier traffic than any other residential areas in Guelph.
4. Particularly, the second access via Goodwin Drive for pedestrians opens up great potential of heavy traffic on Goodwin Drive and parking on the streets of Goodwin Drive, Ray Cr., and Baxter Dr., which will pose serious safety issues on young students from both adjacent public and catholic schools across Goodwin and Colonial Dr., respectively. We suggest that this Temple should be built in industrial or rural area NOT in residential area.
5. All the residents living in Westminster Woods are currently obliged to pay extra condominium fees annually to help the city maintain the parks, trails and other

environmental features, based on the promise of original zoning plan.. The city must respect this condominium feature to make any decisions for this community. If the proposed re-zone is approved, which will breach the original contract and conditions, therefore, Westminster Woods residents will not be obligated to pay condominium fees anymore.

6. The residents who have purchased houses in the affecting neighbourhood made their decisions based on the original city planning. As the city property tax payers, we believe that we deserve not only the city services but also accountable city planning.

Enclosed please find a petition we collected. Could you please register people who signed the petition to the March 1 Public Meeting, in case some people are unable to attend the Meeting.

Yours truly,

Xianhua Yin and Xinxin Zhao  
Hongde Zhou and Honghui Zhu  
Yufei Jin and Wenqing Wu  
Qiang Liu and Danping Shen  
Hai Yu and Yaping Zhang

## Petition **OPPOSING** 410 Clair Rd Re-zoning for a Religious establishment.

Petition summary and background	Westminster Woods residents <b>OPPOSED</b> to the rezoning By-Law amendment application at 410 Clair Road east from R4A-34 to the I.1 (institutional) zone to permit a Religious establishment.
Action petitioned for	We, the undersigned, are concerned residents and urge the City of Guelph to vote against the proposed rezoning for a religious establishment.

There were seventy-nine (79) signatures received on this petition.

**CONSENT AGENDA**

**March 1, 2010**

Her Worship the Mayor  
and  
Members of Guelph City Council.

**SUMMARY OF REPORTS:**

The following resolutions have been prepared to facilitate Council’s consideration of the various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with immediately. The balance of the Consent Agenda will be approved in one resolution.

**A Reports from Administrative Staff**

<b>REPORT</b>	<b>DIRECTION</b>
<p>A-1) <b>1, 3, 5 &amp; 7 Rosewood Avenue Proposed Zoning By-law Amendment File – ZC0907</b></p> <p>THAT Report 10-04 regarding a proposed Zoning By-law Amendment application to permit the development of additional parking spaces for the existing St. Joseph Catholic Church; a pedestrian access to the existing school from Rosewood Avenue; and a vehicular access to the existing St. Joseph Catholic Church and St. Joseph Catholic School from Rosewood Avenue, applying to the properties municipally known as 1, 3, 5 &amp; 7 Rosewood Avenue, and legally described as Part of Lots 1 to 4, Registered Plan 349, City of Guelph, from Community Design and Development Services dated March 1, 2010, be received;</p> <p>AND THAT the application (ZC0907) by Black, Shoemaker, Robinson &amp; Donaldson on behalf of The Roman Catholic Episcopal Corporation of the Diocese of Hamilton in Ontario for approval of a Zoning By-law Amendment from the current R.1B (Residential Detached) Zone to an I.1 (Institutional) Zone affecting the properties municipally known as 1, 3, 5 &amp; 7 Rosewood Avenue, and legally described as Part of Lots 1 to 4, Registered Plan 349, City of Guelph, BE APPROVED in accordance with the permitted uses, regulations and conditions provided in SCHEDULE 2 of Community Design and Development Services report 10-04 dated March 1, 2010;</p> <p>AND THAT the request by The Roman Catholic Episcopal Corporation of the Diocese of Hamilton in Ontario to demolish the detached dwelling located on the property municipally known as 1 Rosewood Avenue be approved;</p>	<p>Approve</p>

AND THAT the request by The Roman Catholic Episcopal Corporation of the Diocese of Hamilton in Ontario to demolish the detached dwelling located on the property municipally known as 3 Rosewood Avenue be approved.

**B ITEMS FOR DIRECTION OF COUNCIL**

**C ITEMS FOR INFORMATION OF COUNCIL**

attach.

# COUNCIL REPORT



**TO** **Guelph City Council**

**SERVICE AREA** Community Design and Development Services  
**DATE** March 1, 2010

**SUBJECT** **1, 3, 5 & 7 Rosewood Avenue  
Proposed Zoning By-law Amendment and  
Demolition of 1 & 3 Rosewood Avenue  
File - ZC0907**

**REPORT NUMBER** 10-04

## **RECOMMENDATION**

"THAT Report 10-04 regarding a proposed Zoning By-law Amendment application to permit the development of additional parking spaces for the existing St. Joseph Catholic Church; a pedestrian access to the existing school from Rosewood Avenue; and a vehicular access to the existing St. Joseph Catholic Church and St. Joseph Catholic School from Rosewood Avenue, applying to the properties municipally known as 1, 3, 5 & 7 Rosewood Avenue, and legally described as Part of Lots 1 to 4, Registered Plan 349, City of Guelph, from Community Design and Development Services dated March 1, 2010, BE RECEIVED; and

THAT the application (ZC0907) by Black, Shoemaker, Robinson & Donaldson on behalf of The Roman Catholic Episcopal Corporation of the Diocese of Hamilton in Ontario for approval of a Zoning By-law Amendment from the current R.1B (Residential Detached) Zone to an I.1 (Institutional) Zone affecting the properties municipally known as 1, 3, 5 & 7 Rosewood Avenue, and legally described as Part of Lots 1 to 4, Registered Plan 349, City of Guelph, BE APPROVED in accordance with the permitted uses, regulations and conditions provided in SCHEDULE 2 of Community Design and Development Services report 10-04 dated March 1, 2010; and,

THAT the request by The Roman Catholic Episcopal Corporation of the Diocese of Hamilton in Ontario to demolish the detached dwelling located on the property municipally known as 1 Rosewood Avenue BE APPROVED; and

THAT the request by The Roman Catholic Episcopal Corporation of the Diocese of Hamilton in Ontario to demolish the detached dwelling located on the property municipally known as 3 Rosewood Avenue BE APPROVED."

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## **BACKGROUND**

An application for a Zoning By-law Amendment has been received for the properties municipally known as 1, 3, 5 & 7 Rosewood Avenue to allow the development of additional parking spaces for the existing St. Joseph Catholic Church; a pedestrian access to the existing school from Rosewood Avenue; and a vehicular access to the existing St. Joseph Catholic Church and St. Joseph Catholic School from Rosewood Avenue.

The church has acquired these four residential properties over time. 1 and 3 Rosewood Avenue were acquired in 1993, 5 Rosewood Avenue was acquired in 2005 and 7 Rosewood Avenue was acquired in 1963. It has been the church's intent to develop parking for some time and the application has been submitted at this time in response to: the redevelopment of St. Joseph Catholic School; the need to provide convenient and accessible parking for its parishioners as the average age of the membership increases; and the need for parking throughout the week in addition to weekends.

St. Joseph Catholic School is currently undergoing redevelopment. The site is being altered and a new school building is being constructed. The replacement and upgrading of an inner-city school is very desirable for the City. St. Joseph Catholic Church was constructed in 1964 and has had an Agreement with St. Joseph Catholic School since 1971 which allows parishioners of the church to park on certain paved areas of the school property. The approved Site Plan for the redevelopment of the school property reflects the 1971 Agreement, however, provides formalized parking spaces rather than the informal parking area that previously existed. This results in a reduction in the number of cars that can be parked on the school property.

Even with the Agreement in place, the church is only able to utilize the school lands for parking purposes on weekends. Since the 1970s, the use of the church during the week has increased to accommodate different community groups and events. Thus, the need for dedicated parking spaces aside from the spaces on the school lands has increased. The church is also used during the week for events such as funerals which can require a substantial amount of parking.

In addition, the church has recognized that the average age of its parish members is increasing. Therefore, it is becoming more important to provide additional parking in proximity to the church's entrance to ensure it remains accessible to its members.

The church also hopes to develop the proposed parking area at the same time as the school is constructing its new parking area so that both parties are able benefit from construction cost-savings which would be experienced if they parking areas are built at the same time rather than separately.

The statutory Public Meeting for this Zoning By-law Amendment application was held by City Council on November 2, 2009. At this meeting, Council received staff information report 09-86 that provided background information on this application. Issues or concerns related the application raised at the public meeting include:

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- How will the proposed parking lot and walkway be landscaped in order to visually buffer them from adjacent residential properties?
  - How will the proposal impact the marketability of the surrounding residential lots?
  - Is there a formal or informal parking arrangement with the Paisley Road school?
  - Does the proposal create any traffic concerns?
  - How will the parking lot operate? Will it be controlled? Will overnight parking be permitted? Is it going to be fenced?
  - Why are the houses at 1 and 3 Rosewood Avenue being demolished rather than the houses at 5 and 7 Rosewood Avenue?
  - How will the lighting for the proposed parking lot work?

These issues are considered in the Planning Analysis section of this report.

### **Location**

The subject site is comprised of four residential lots having a total area of approximately 2,460 m<sup>2</sup> (26,480 sq. ft.) on the easterly side of Rosewood Avenue, immediately north of Paisley Road (see **Schedule 1** - Location Map). The applicant is requesting to amend the zoning for all of 1 and 3 Rosewood Avenue, as well as portions of 5 and 7 Rosewood Avenue. The total land area proposed to be rezoned is 1,460.8 m<sup>2</sup> (15,724.43 sq. ft.). Adjacent land uses consist of St. Joseph Catholic Church and St. Joseph Catholic School to the east; detached dwellings and another school, Paisley Road School, to the south across Paisley Road; and detached dwellings to the north and west.

### **Official Plan Designation**

The subject lands are designated “General Residential” in the Official Plan. See **Schedule 3** for a map and relevant Official Plan policies.

### **Existing Zoning**

The subject site is currently zoned R.1B (Residential Detached) in the Zoning By-law. The following uses are permitted within the R.1B Zone:

- Single Detached Dwelling
- Accessory Apartment in accordance with Section 4.15.1
- Bed and Breakfast establishment in accordance with Section 4.27
- Day Care Centre in accordance with Section 4.26
- Group Home in accordance with Section 4.25
- Home Occupation in accordance with Section 4.19
- Lodging House Type 1 in accordance with Section 4.25

## **REPORT**

### **Description of Proposed Zoning By-law Amendment**

The applicant proposes to amend the zoning on the subject property from the existing R.1B (Detached Residential) Zone to an I.1 (Institutional) Zone to permit the development of additional parking spaces for St. Joseph Catholic Church as well as pedestrian and vehicular access points to the church and school from Rosewood Avenue (see **Schedule 4** - Proposed Development Concept). The zone change

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application does not include the incorporation of any specialized zoning regulations. The I.1 (Institutional) Zone permits the following uses:

- Art Gallery
- Day Care Centre in accordance with Section 4.26
- Group Home in accordance with Section 4.25
- Library
- Museum
- Outdoor Sportsfield Facilities
- Religious Establishment
- School
- Occasional Uses in accordance with Section 4.21

The lands currently occupied by St. Joseph Catholic Church and St. Joseph Catholic School are zoned I.1 (Institutional), thus the church and school are permitted uses. In accordance with the Zoning By-law, permitted uses must meet the applicable zoning regulations, unless they are considered to be legal non-complying. In this instance the church does not have sufficient parking to meet the current Zoning regulations. As such, the parking is considered to be a legal non-complying situation.

### **Staff Review**

### **Planning Analysis**

The development proposal is to construct a new parking area for 26 cars as well as provide formalized pedestrian and vehicular access points from Rosewood Avenue to the existing church and school. The church has identified that they require additional parking to meet the needs of the parish. As previously indicated, the church recognizes that the average age of its parish members is increasing and thus, it is becoming more important to provide convenient parking in proximity to the church's entrance to ensure it remains accessible for its members. The school is undergoing redevelopment which meets some of the parking needs of the church on weekends. Through the week, the school parking facilities are utilized by the school. The church also has a "Community Use Permit" with the Upper Grand District School Board which permits them to use the Paisley Road School parking area on Sundays only. The proposal to construct parking is to assist in addressing the needs of the church through the week.

The existing parking situation would not comply with the current zoning by-law regulations regarding parking for a religious establishment. The current zoning by-law requires a religious establishment to provide parking at a rate of 1 parking space per 10 m<sup>2</sup> of gross floor area (gfa) used for the assembly of persons or 1 parking space for every 5 seats, whichever is greater. St. Joseph Catholic Church has a total of 750 seats. If this church was developed today, the Zoning By-law would require a minimum of 150 parking spaces be provided. Currently there are three parking spaces provided on-site.

Through the redevelopment of the school lands, three additional accessible parking spaces are proposed on the church lands, accessed from a drive aisle on the school lands. Once the redevelopment of St. Joseph Catholic School is complete, 72

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parking spaces will be available on the school lands for the parish members to use on weekends. At Paisley Road School, there are approximately 50 parking spaces available on Sundays for St. Joseph Catholic Church to use. With the use of both schools and the proposed parking lot with 26 parking spaces, the parking available to the church is approximately 148 parking spaces. On the weekends, the number of available parking spaces is very close to the number of spaces that would be required by the Zoning By-law.

During the week, when parking is not available at either school, a total of 32 parking spaces would be available to the church if the 26 parking spaces are approved and developed.

### **Conformity with the Official Plan**

Section 7.2.26 of the Official Plan outlines that some non-residential land uses are permitted within residential designations. These non-residential land uses include: schools, churches, day care centres, municipal parklands and recreational facilities. Further, Section 7.2.27.1 outlines that these non-residential land uses shall:

- a) Be located on an arterial or collector road;
- b) Be located on the property in a manner which minimizes the impact of traffic, noise, signs and lighting on adjoining residential properties;
- c) Have adequate landscaping and screening to promote compatibility with adjacent activities;
- d) Have sufficient on-street parking, circulation and access points; and,
- e) Have adequate municipal services.

The proposed I.1 (Institutional) zone conforms to the General Residential designation that is applicable to the subject lands (see **Schedule 3**). Further, it meets the criteria for non-residential land uses in residential areas set out in Section 7.2.27.1 a), b), c) and e). The proposed parking area and access points will assist the church in better conforming with Section 7.2.27.1 d).

In addition, the Urban Form policies of the Official Plan (Section 3.3) encourage intensification of residential, commercial, industrial and institutional uses to maximize efficient use of municipal services. These policies also promote mixed land uses in appropriate locations throughout the City to provide residents with opportunities to live, learn, work, shop, recreate, gather and worship in close proximity.

The Urban Design Policies in the Official Plan (Section 3.6) outline that "in order to promote a 'sense of place' which is found in many older neighbourhoods and districts, the City will encourage the retention, reuse and intensification of existing prominent community facilities (e.g. neighbourhood schools, churches, recreational buildings)." As the proposal is to develop parking and access points for an existing church and school, to support the long-term retention of the existing church, the proposal meets the intent of the Official Plan (see **Schedule 3**).

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## **Proposed Zoning**

The zoning proposed for this site is I.1 (Institutional) which matches the existing zoning for the adjacent church and school. As the proposed development of parking and access points is to support the existing church and school, the extension of the existing I.1 zone to the subject lands is appropriate.

Specialized regulations are not proposed and are not required provided that the subject lands continue to be utilized in conjunction with the existing church and school. Accordingly, a condition of any approval of the proposed Zoning By-law amendment should be that the subject lands merge with the adjacent church and school properties (as appropriate) to ensure that they are not developed as independent institutional uses (see **Schedule 2**, condition 3).

## **Demolition of Dwelling Units at 1 and 3 Rosewood Avenue**

The proposal is to demolish two existing houses on the properties municipally known as 1 and 3 Rosewood Avenue. The dwellings at 5 and 7 Rosewood Avenue will be retained with only portions of these properties being rezoned to allow for pedestrian and vehicular accesses. The City's Demolition Control By-law was passed under the authority of Section 33 of the Planning Act. The By-law is intended to help the City "...retain the existing stock of residential units and former residential buildings in the City of Guelph." Section 33 of the Planning Act allows that Council's decision may be appealed by the applicant to the Ontario Municipal Board. In addition, an applicant may appeal if there is no decision within 30 days of filing the application. The Demolition Control By-law is applicable to the dwelling units at 1 and 3 Rosewood Avenue. The dwelling units that are being removed are not proposed to be replaced as part of this proposal.

In this instance, the demolition of these two units is being supported as the development of parking and access points will allow for the existing church to be retained and for better circulation to be provided for the existing school, both of which are desirable. The retention and enhancement of these important community facilities helps to maintain a strong and complete community in accordance with the objectives of the Provincial Policy Statement (PPS), the Places to Grow Act and the City's Official Plan.

The proposal to demolish 1 and 3 Rosewood Avenue, the two most southerly dwellings is in keeping with Section 7.2.27.1 of the Official Plan (see **Schedule 3**). The demolition of these two dwellings helps to ensure that any impacts associated with an institutional use in a residential neighbourhood are contained to one area close to Paisley Road and do not compromise the interior portion of the streetscape or neighbourhood.

## **Site Design and Compatibility**

### **Landscaping and Buffering**

The site layout proposes a parking area for 26 vehicles on the southerly properties. The parking area will be surrounded by landscaping to provide a visual screen and buffer so that it will not be fully visible from the street or adjacent residential properties. The applicant has prepared a preliminary landscape plan (see **Schedule 7**) which provides some buffering using berms and shrubs.

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Staff have reviewed the preliminary landscape plan and suggested some changes in order for additional buffering to be achieved as well as to allow for the parking area to be a more positive contribution to the streetscape (both Paisley Road and Rosewood Avenue) by way of landscaping to help compensate for the loss of building mass at the corner (see **Schedule 8**). The details of the landscaping will be further developed through a future application for Site Plan Approval.

At the Public Meeting for this application, issues of compatibility were raised by an adjacent resident, including the possibility that the parking lot may be visually unsightly. Staff have discussed the proposed landscape plan with the concerned resident and it is our understanding that the resident is now generally satisfied that the proposed parking area will be appropriately buffered and screened with landscaping. Staff have recommended a condition of approval to ensure that any future landscape plan reviewed through an application for Site Plan Approval is generally in accordance with the preliminary landscape plans attached to this report as **Schedules 7 and 8** (see **Schedule 2**, condition 1.a.).

The site layout also includes formalizing an existing connection from Rosewood Avenue to St. Joseph Catholic School as a pedestrian connection rather than a vehicular access point. In formalizing the pedestrian connection, a portion of the existing asphalted area will be converted to a landscape buffer to further reduce the impacts of the pedestrian connection on adjacent dwelling units. With the provision of appropriate landscaping, formalization of the pedestrian access and the proposed reduction in the number of driveways on Rosewood Avenue, the overall development will be more compatible with the surrounding residential neighbourhood. Further, the provision of on-site parking will reduce the church's reliance on on-street parking along Rosewood Avenue and other local streets during peak times.

#### Lighting

Full details with respect to lighting for the proposed parking area have not yet been determined and will be finalized through a future application for Site Plan Approval. However, at this time, it is the applicant's intent to rely on existing street lights to the extent possible. If additional lighting is necessary for the parking area for safety purposes, the intent is to use low-level lighting which will not infringe upon adjacent properties (see **Schedule 2**, condition 1.b.). Any proposed lighting would be turned off when the parking area is not in use.

#### How will the Proposal Impact Marketability of Remaining Residential Properties?

The addition of 26 off-street parking spaces will assist in alleviating a current parking issue along Rosewood Avenue during peak times for the church. Further, by containing the parking to the properties closest to Paisley Road, traffic associated with the church will not be required to go into the residential community. By alleviating a current on-street parking issue and ensuring that the parking area is visually appealing through the provision of landscaping, it is anticipated that the proposal will not have a negative impact on the marketability of the surrounding residential properties.

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Specifically for the property immediately to the north of the subject lands, 9 Rosewood Avenue, it is anticipated that the marketability of this property will be enhanced. The existing vehicular connection from Rosewood Avenue to the school and church lands will be eliminated and replaced with a narrower, landscaped pedestrian connection which will have fewer impacts on 9 Rosewood Avenue.

**Can a Parking Agreement be reached with Paisley Road School?**

Currently the church has a “Community Use Permit” with Paisley Road School which allows for the church to use the school’s parking area on Sundays. The Upper Grand District School Board requires full use of their parking area through the week, and therefore, an agreement or extension of the Community Use Permit for use during the week will not be achieved. A number of groups use the church throughout the week, during the day and in the evenings. In addition, events such as funerals create a parking and traffic issue for the church, schools and residents in the area. The church requires parking through the week and on weekends, and parking arrangements or agreements with the schools cannot be obtained during the week. The parking arrangement with Paisley Road School for Sunday parking will continue.

**Traffic Concerns**

Staff have reviewed the proposal and have no traffic concerns relating to the proposed parking area or location of the driveways. It is anticipated that the proposed parking area will improve traffic circulation in this neighbourhood as there will be fewer cars parking on the street as a result of the provision of off-street parking.

**Operation of the Parking Lot**

The proposed parking area will operate the same way that the parking area for the St. Joseph's school operates. Parking between the hours of 12:00 a.m. and 6:00 a.m. will not be permitted. As the church parking lot is to be connected with the school parking lot, both could be patrolled by the City’s By-law Enforcement to ensure that no overnight parking occurs. The Wellington Catholic District School

Board has a contract with the City for parking enforcement and could request that both lots be patrolled. There are no plans to install gates or fencing, however, the surrounding landscaping will act as a barrier.

**Impact of Proposal on the Approved Site Plan for St. Joseph's School**

If the requested rezoning is approved and the proposed parking area is developed, the approved site plan for St. Joseph's School (10 Guelph Street) will have to be revised to reflect the vehicular and pedestrian connections between the church lands and the school lands. In addition, easements will have to be established to recognize the connections. If the rezoning is not approved, revisions to the approved site plan for the school will be required to reflect the continued use of the existing driveways along Rosewood Avenue to accommodate the school's on-site circulation needs. School and church traffic would continue to access Rosewood Avenue from the school along the existing driveways between 5 and 7 Rosewood Avenue and between 7 and 9 Rosewood Avenue.

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## **Conformity with the Provincial Policy Statement and the Places to Grow Act**

There are no specific policies within the PPS or the Places to Grow Act that directly relate to a proposal seeking to demolish two existing dwellings in order to develop additional parking spaces to support the function and retention of an existing church. However, both the PPS and the Places to Grow Act promote the development of complete communities that offer a mix of land uses and encourage the revitalization of downtowns to become vibrant and convenient centres. Another goal of both the PPS and the Places to Grow Act is residential intensification.

The redevelopment of a new inner-city school and retention of an existing inner-city church is fully supported by both the PPS and Growth Plan. Thus, improvements to parking and access points for an existing church and school located in the older part of the City reflects the goals of the PPS and the Places to Grow Act.

The loss of two residential units is not in keeping with the goal of residential intensification.

In this instance, additional parking to support the retention of the church requires the removal of existing housing stock. These two goals represent competing interests which must be balanced.

The dwellings that are proposed to be demolished at 1 and 3 Rosewood are not identified on the City's Heritage Register. One of the dwellings is occupied by a tenant and the other is vacant. The Church's Property Manager is working with the tenant to find a new location.

The Places to Grow Act indicates that a rational and balanced approach to growth-related decisions should be used. Therefore, the loss of two residential units, which technically is considered to be de-intensification, should be balanced with the retention of an existing church which assists in developing a complete community. In this instance, the retention of an inner-city church, which is an important part of the community, outweighs the loss of two residential dwelling units. The proposal is consistent with the PPS and the Places to Grow Act.

### **Planning Staff Recommendation**

Staff support the proposed Zoning By-law Amendment application subject to the conditions outlined in **Schedule 2**. This conclusion and recommendation was only reached after giving careful consideration to the benefit of facilitating the retention of an inner-city church with the proposed loss of residential housing stock resulting in de-intensification.

The proposed parking area and vehicular and pedestrian access points will support the retention and enhancement of an existing church and school which are prominent features in this community. The retention of the church and school is in keeping with the goals of the PPS and the Places to Grow Act which promote the creation of complete communities.

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The proposed additional off-street parking will assist the church in better meeting the current Zoning By-law requirements for parking and will assist in alleviating an existing parking and traffic issue in this neighbourhood. It will also provide a benefit for the parishioners of the church by providing accessible and convenient parking in proximity to the church's entrance.

The proposed zone conforms with the Official Plan designation. The proposed landscape buffer surrounding the parking area and buffering the proposed pedestrian connection ensure that the proposal is compatible with surrounding residential properties. Planning staff recommend approval of the proposed Zoning By-Law Amendment in accordance with the conditions set out in **Schedule 2** of this report.

## **CORPORATE STRATEGIC PLAN**

Goal 1: An attractive, well-functioning and sustainable city.

## **FINANCIAL IMPLICATIONS**

Financial implications are based the proposed parking lot being used as part of the church which is tax exempt and on the loss of two residential detached dwellings:

### **Projected Taxation**

The existing church is tax exempt and, if approved, the proposed parking area would also be tax exempt. As two residential detached dwellings are being demolished and replaced with a parking area for the existing church there will be a loss of tax revenue as a result of this application.

- \$2,312.83 (1 Rosewood Avenue)  
- \$2,459.24 (3 Rosewood Avenue)  
- \$4,772.07 (Total)

### **Development Charges**

\$0.00

## **DEPARTMENTAL CONSULTATION**

The public and agency comments received during the review of the application are included on **Schedule 6**.

## **COMMUNICATIONS**

Key dates for public notification are included on **Schedule 9**.

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## **ATTACHMENTS**

- Schedule 1 – Location Map
- Schedule 2 – Regulations and Conditions
- Schedule 3 – Existing Official Plan Designation and Relevant Policies
- Schedule 4 – Existing and Proposed Zoning
- Schedule 5 – Proposed Development Concept
- Schedule 6 – Circulation Comments
- Schedule 7 – Applicant's Preliminary Landscape Plan
- Schedule 8 – Staff Preliminary Landscape Plan
- Schedule 9 – Public Notification Summary

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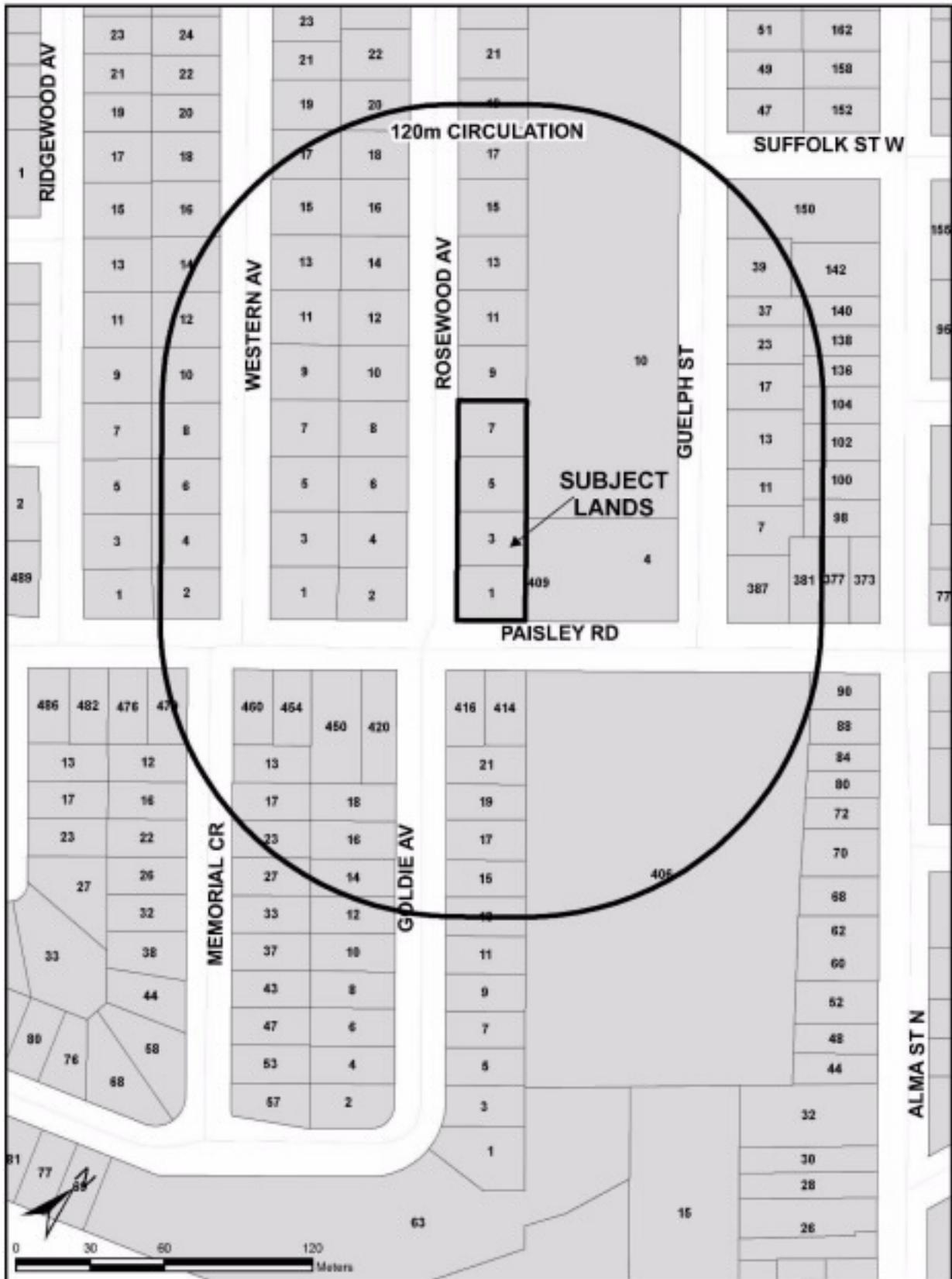
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## SCHEDULE 1 – Location Map



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## **SCHEDULE 2**

### **Proposed Zoning By-law Amendment Regulations and Conditions**

The properties affected by this Zoning By-law Amendment are municipally known as 1, 3, 5 & 7 Rosewood Avenue and legally described as Part of Lots 1 to 4, Registered Plan 349, City of Guelph.

The following zoning is proposed:

#### **I.1 (Institutional) Zone**

### **Regulations**

#### **For the I.1 Zone:**

##### **Permitted Uses**

In accordance with the uses permitted by Sections 8.1.1 and 8.1.1.1 (Institutional Zone) of Zoning By-law (1995)-14865, as amended.

##### **Regulations**

In accordance with Section 4 (General Provisions) and Section 8.2 and Table 8.2 (Institutional Zone Regulations) of Zoning By-law (1995)-14864, as amended.

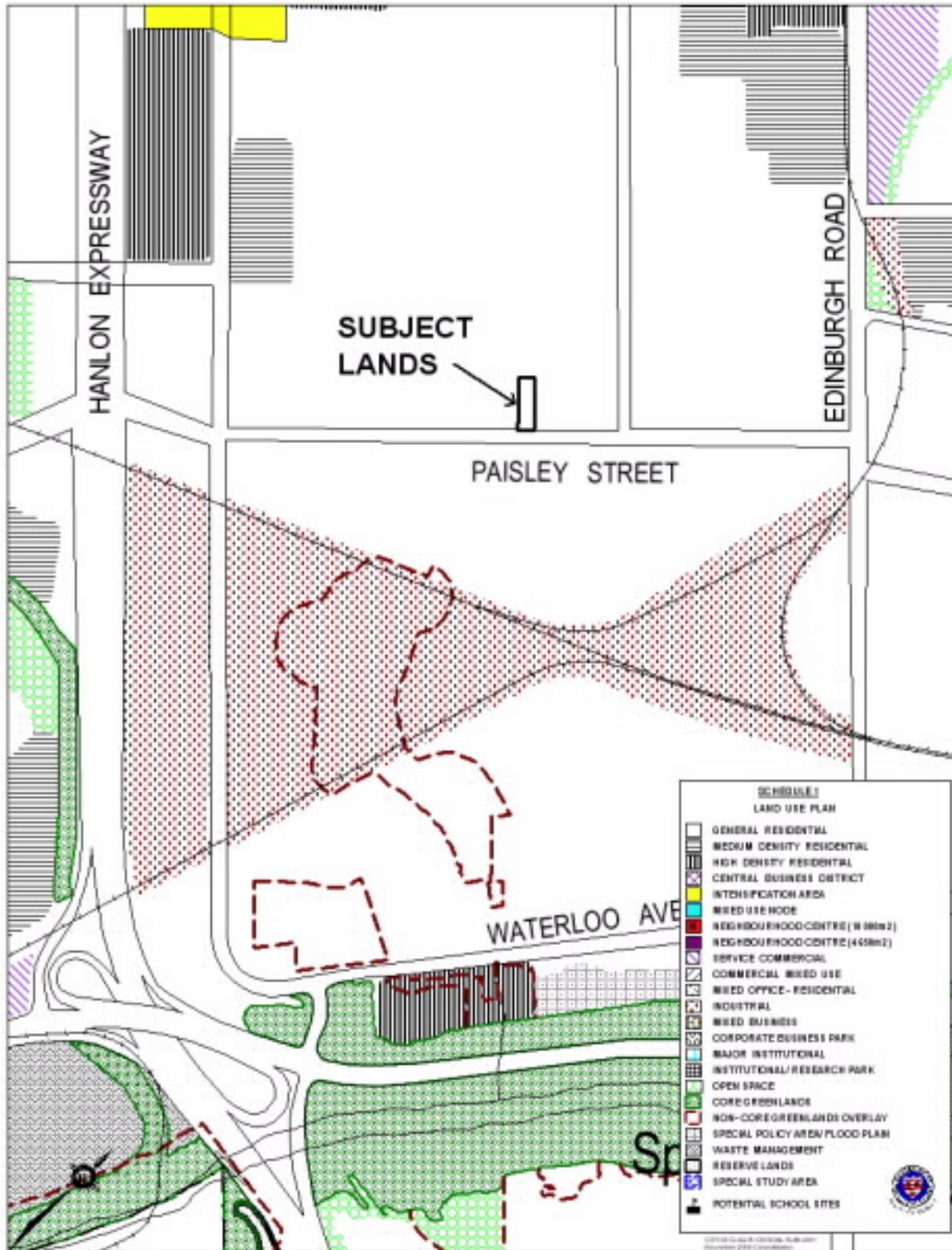
### **Conditions**

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

1. The Owner shall submit to the City, in accordance with Section 41 of The Planning Act, a fully detailed site plan, indicating the location of buildings, landscaping, parking, circulation, access, lighting, grading and drainage and servicing on the said lands to the satisfaction of the Director of Community Design and Development Services and the City Engineer, prior to the issuance of a building permit, and furthermore the Owner agrees to develop the said lands in accordance with the approved plan.
  - a. Further, the Owner commits and agrees that the Landscape Plan shall be generally in accordance with the concept plans attached to the March 1, 2010 Planning Staff Report as Schedules 7 and 8 (preliminary landscape plans).
  - b. Further, the Owner commits and agrees that any proposed lighting required for safety purposes will be low-level lighting that will not infringe upon adjacent properties.
2. Prior to site plan approval, the owner deeds to the City free of all encumbrances a 1.52 m wide parcel of land along Paisley Road for a road widening across the entire exterior side property line of 1 Rosewood Avenue.
3. Prior to site plan approval, the subject lands merge with the adjacent St. Joseph's Church property (409 Paisley Road/4 Guelph Street) or the St. Joseph's Catholic School property (10 Guelph Street).
4. Prior to site plan approval, appropriate easements be in place for the

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- proposed interconnections between the church lands and the school lands.
5. Prior to site plan approval and prior to any construction or grading on the lands, the developer shall submit a detailed Stormwater Management Report and Plans to the satisfaction of the City Engineer which demonstrates how storm water will be controlled and conveyed.
  6. That the developer grades, develops and maintains the site including the storm water management facilities designed by a Professional Engineer, in accordance with a Site Plan that has been submitted to and approved by the City Engineer. Furthermore, the owner shall have the Professional Engineer who designed the storm water management system certify to the City that he/she supervised the construction of the storm water management system, and that the storm water management system was approved by the City and that it is functioning properly.
  7. Prior to any development of the lands and prior to any construction or grading on the lands, the developer shall construct, install and maintain erosion and sediment control facilities, satisfactory to the City Engineer, in accordance with a plan that has been submitted to and approved by the City Engineer.
  8. The owner shall pay to the City the actual cost of construction of the new driveway entrance(s) and the required curb cut/fill and furthermore, prior to issuance of a building permit, the owner shall pay to the City the estimated cost of driveway entrances and the required curb cut/fill, as determined by the City Engineer.
  9. The owner shall be responsible for the entire cost of removal of existing services prior to issuance of a building permit.
  10. The owner shall pay the actual cost of constructing and installing any service laterals required and furthermore, prior to issuance of a building permit, the owner shall pay to the City the estimated cost of the service laterals, as determined by the City Engineer.
  11. That the owner enters into a site plan agreement with the City, registered on title, satisfactory to the City Solicitor, agreeing to satisfy the above-noted conditions and to develop the site in accordance with the approved plans and reports.

### Schedule 3 - Existing Official Plan Designation and Relevant Policies



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## Schedule 3 (continued)

### Non-Residential Uses in Residential Areas

- 7.2.26 Within designations of this Plan permitting residential uses, a variety of small-scale institutional uses may be permitted that are complementary to, and serve the needs of residential neighbourhoods. Such non-residential uses include: schools, churches, *day care centres*, municipal parklands and recreational facilities. In addition, *convenience commercial* uses that provide goods and services primarily to the residents in the surrounding neighbourhood may also be permitted. These convenience uses will be limited by the Plan to a maximum *gross leasable floor area* of 300 square metres (3,200 square feet) on a property.
- 7.2.27 Non-residential uses shall be developed in a manner that is compatible with adjoining residential properties and which preserves the amenities of the residential neighbourhood.
1. In addition to implementing the objectives and policies of subsection 3.6, Urban Design, non-residential uses shall:
    - a) Be located on an arterial or collector road;
    - b) Be located on the property in a manner which minimizes the impact of traffic, noise, signs and lighting on adjoining residential properties;
    - c) Have adequate landscaping and screening to promote compatibility with adjacent activities;
    - d) Have sufficient off-street parking, circulation and access points; and
    - e) Have adequate municipal services.
  2. Non-residential uses will be encouraged to concentrate at neighbourhood "nodes".
  3. Despite the criteria identified in subsection 7.2.27.1 (a), several properties located on local roads within the St. Patrick's Ward neighbourhood (area 2 on Schedule 5) will continue to support a variety of business land uses in addition to any permitted residential land uses. The intent of this policy is to provide for a range of compatible business land uses where adjacent to residential areas. The specific range of permitted land uses will be defined in the implementing Zoning By-Law. This policy applies to the following properties known municipally as 199 Alice Street, 59 Duke Street, 66 Duke Street, 91 Duke Street, 37 Empire Street, 92 Ferguson Street, 23 Garibaldi Street and 60 Ontario Street.

### 'General Residential' Land Use Designation

7.2.31 The predominant use of land in areas designated, as 'General Residential' on Schedule 1 shall be residential. All forms of residential *development* shall be permitted in conformity with the policies of this designation. The general character of development will be low-rise housing forms. *Multiple unit residential buildings* will be permitted without amendment to this Plan, subject to the satisfaction of specific development criteria as noted by the provisions of policy 7.2.7. Residential care facilities, *lodging houses*, *coach houses* and garden suites will be permitted, subject to the development criteria as outlined in the earlier text of this subsection.

7.2.32 Within the 'General Residential' designation, the *net density of development* shall not

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exceed 100 units per hectare (40 units/acre). 1. In spite of the density provisions of policy 7.2.32 the *net density of development* on lands known municipally as 40 Northumberland Street, shall not exceed 152.5 units per hectare (62 units per acre).

7.2.33 The physical character of existing established low density residential neighbourhoods will be respected wherever possible.

7.2.34 Residential lot *infill*, comprising the creation of new low density residential lots within the older established areas of the City will be encouraged, provided that the proposed *development* is compatible with the surrounding residential environment. To assess compatibility, the City will give consideration to the existing predominant zoning of the particular area as well as the general design parameters outlined in subsection 3.6 of this Plan. More specifically, residential lot *infill* shall be compatible with adjacent residential environments with respect to the following:

- a) The form and scale of existing residential development;
- b) Existing building design and height;
- c) Setbacks;
- d) Landscaping and amenity areas;
- e) Vehicular access, circulation and parking; and
- f) Heritage considerations.

7.2.35 Apartment or townhouse *infill* proposals shall be subject to the development criteria contained in policy 7.2.7.

### **Section 3.3 – Urban Form Policies**

3.3.1 The City will promote a compact urban form and gradual expansion of existing urban development by:

- a) Encouraging *intensification* and *redevelopment* of existing urban areas in a manner that is compatible with existing built form;
- b) Encouraging a gradual increase in the average residential density of the community;
- c) Maintaining and strengthening the Central Business District (Downtown) as the heart of the community.
- d) Encouraging intensification of residential, commercial, industrial and institutional areas to maximize efficient use of municipal services;
- e) Promoting mixed land uses in appropriate locations throughout the City to provide residents opportunities to live, learn, work, shop, recreate, gather and worship in close proximity.
- f) Encouraging the identification of specific locations suitable for mixed use development (e.g. arterial road corridors, major intersections, designated mixed use nodes) linked to each other by the major transportation and transit networks and integrated through pedestrian access to nearby neighbourhoods and employment areas;
- g) Promoting a range of building types and innovative designs to meet the diverse needs of the community and encouraging community buildings to be multi-functional;
- h) Maintaining an ongoing commitment to environmentally responsible development through an integrated approach that balances economic and cultural needs with

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- i) environmental and social responsibilities;  
Promoting reuse, revitalization and *redevelopment* of commercial or industrial sites that are under-utilized or no longer in use;

**Schedule 3 (continued)**

- j) Continuing to support the geographic distribution of community facilities within the City to maximize the environmental benefits associated with access and integrated land use;
- k) Promoting the co-ordination of planning between all agencies and departments within the City.

3.3.2 The City will promote environmentally sustainable development by:

- a) Pursuing development practices that are sensitive to the natural environment, and implementing programs such as monitoring systems, to maintain environmental quality;
- b) Continuing to move towards planning policies that are based on the principles of watershed planning, ecological systems planning and natural heritage systems planning, taking into account both landscape and ecosystem values;
- c) Encouraging the use of environmentally-friendly design concepts;
- d) Continuing to investigate more effective and efficient ways of exercising control of environmental impacts through existing environmental standards and regulations.

### **Section 3.6 – Urban Design**

Urban design seeks to create a safe, functional and attractive environment. Urban design policies address the relationship between buildings, the spaces that surround them and the area's context. Specific *elements of urban design* make up the character of the city. This section of the Plan outlines broad policies, which apply to all lands within the City of Guelph.

#### **Objectives**

- a) To recognize that the image of Guelph is a composite product of the founders and earlier residents of the City as well as the perceptions of its current residents and visitors.
- b) To enhance the image of the City as defined by this Plan's Operating Principles, Major Goals and Community Form Statement.
- c) To practice environmentally sustainable urban development by adhering to urban design principles that respect the natural features, reinforce natural processes and conserve natural resources.
- d) To further the conservation of the City's built heritage (buildings, structures, landmarks, monuments, cultural landscapes, neighbourhoods) and to further assist conservation through the complementary design of new buildings, landscapes and neighbourhoods.
- e) To ensure that the design of the built environment strengthens and enhances the character of the existing distinctive landmarks, areas and neighbourhoods of the City.
- f) To ensure that the design of the built environment in new growth areas integrates with the natural setting and uses built-form *elements* from the older, established areas of Guelph.
- g) To create new diverse communities that are well served by all forms of transportation.
- h) To encourage compatibility and quality in the built environment while allowing for a diverse expression of site design by establishing design principles and guidelines to encourage excellence in design.
- i) To develop an attractive, safe and functional network of open spaces by ensuring mutually supportive relationships between public and private open spaces, between the

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built forms that enclose them and with the links that connect them.

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### Schedule 3 (continued)

- j) To reinforce the historic character and improve the appearance, safety and function of urban streets by means of a comprehensively-designed street environment that provides amenities for its users.
  - k) To improve the conditions for greater personal security within publicly accessible spaces by designing them to make them attractive to the public, increase the potential for informal surveillance and reduce opportunities for crime.
  - l) To design space that is accessible to all, regardless of personal limitations.
  - m) To preserve and enhance the existing protected views and vistas of Guelph's built and natural features, identify potential new views and vistas and establish means to protect these from encroachments or discordant elements.
- 3.6.1 This Plan promotes the creation of a "sense of place" which will set Guelph apart from other municipalities. Public works and *development* proposals will be designed in a manner that complements the Plan Operating Principles, Major Goals and Community Form Statement.
1. The implementing *Zoning By-law* outlines regulations that promote compatibility in built form.
  2. Urban design guidelines assist in the interpretation and definition of the *elements of urban design* that are outlined in this Plan. Detailed urban design guidelines may be prepared for the City as a whole or for specific areas. Urban design guidelines that have been adopted by Council are listed in the Appendix of this Plan.
  3. Urban design policies and guidelines are not prescriptions for a specific design application. These policies and guidelines are recommendations that are to be applied in a flexible manner and in concert with site-specific considerations.
- 3.6.2 This Plan promotes the conservation of *natural heritage features* in public works and *development* proposals. Natural heritage *features* will be conserved and incorporated in the design and planning of the built environment where possible. In addition, design considerations will be given to mitigating *negative impacts* of *development* proposals on these *features*.
- 3.6.3 The City will protect and enhance its *cultural heritage resources*. Design practices will be utilized that recognize and respect traditional urban patterns in the older parts of the City as well as heritage buildings, structures, landmarks, monuments, districts, and cultural landscapes.
- 3.6.4 The City will use the policies of this Plan to serve as the framework that will guide the protection and enhancement of the City's individual *cultural heritage resources*, neighbourhoods and districts.
- 3.6.5 The City may identify certain desirable locations for gateway features and may require distinctive urban design forms at these locations.
- 3.6.6 The City may identify landmarks or landmark locations within the City, and require measures to retain and protect these. In general, "signature buildings" will be required in corner locations or at the apex of T-intersections to serve as new neighbourhood/district landmarks.

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### **Schedule 3 (continued)**

- 3.6.7 Existing protected views to the Church of Our Lady shall be respected and measures to identify and protect other views and vistas to *natural heritage features* or *cultural heritage resources* may be considered.
1. The City may initiate studies from time to time to identify significant views and vistas. These studies will clearly specify the methodology and criteria for assessing visual significance.
- 3.6.8 In order to create visually stimulating built environments, this Plan promotes the provision of a wide variety of housing types and forms in all neighbourhoods of the City.
- 3.6.9 New buildings are encouraged to be designed to reflect the visual character and architectural/building material *elements* found in the older, established areas of the City.
- 3.6.10 Buildings should be oriented towards the street and have front façades with entrances and windows that respect the rhythm and frequency of the prevailing neighbourhood/district pattern. Extensive blank façades facing a street, open space or park should be avoided.
- 3.6.11 A clearly identifiable public realm should be established in all residential areas expressed through an interconnected network of streets, parks, school sites, community trails and open spaces. New public open spaces should be evenly distributed throughout the community and linked into *natural heritage features* where appropriate.
- 3.6.12 *Development* should be designed in a manner that provides opportunities for informal surveillance of all public parks, streets, and parking areas. Sidewalks and community trails should be visible, accessible and aligned along well-used public spaces.
- 3.6.13 Parks, schools, places of worship and other community facilities should be established in visually prominent, central and accessible locations to serve as neighbourhood focal points or gathering places. These focal features should have good access to all forms of transportation, be created to a high standard of design, and include uses serving the local community.
- 3.6.14 This Plan promotes physical planning that will reduce the need for and length of vehicular trips by:
- a) Providing for a variety of land uses;
  - b) Providing for alternative forms of transportation; and
  - c) Creating a compact development form.
- 3.6.15 Loading bays, refuse containers, outdoor storage areas and building utilities/mechanical equipment should be screened when facing a public street, park, river, public open space or residential area, where appropriate.
- 3.6.16 Parking areas should be designed in a manner that contributes to an attractive streetscape by providing screening and landscaping.

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## Schedule 3 (continued)

### Character of Development in Older, Established Areas

3.6.17 The City will encourage the design of public works and new *development* to strengthen and enhance the existing distinctive landmarks, neighbourhoods and districts within Guelph.

1. The City shall ensure that new *development* located within existing, established neighbourhoods and districts is designed as an integral part of that area's existing larger pattern of built form and open spaces, and that it reinforces and complements the existing range of building mass, height, proportion and orientation of buildings relative to the street.
2. The City shall encourage the preservation of the existing pattern of setbacks in established areas of the City where road widths and parking facilities are adequate. This is to ensure that *development* proposals do not significantly alter the streetscape.
3. To provide as a unifying link, the City promotes the retention of vegetation in front yards along residential streets.
4. When a *development* proposal is considered in the older, established areas of the City, detailed plans may be required to illustrate the relationships of the proposal's built form to the existing natural and cultural environment, and to the public realm. The plans will address the physical integration of the project with surrounding areas and encourage the creation of an environment that is responsive to pedestrian, cyclist and public safety.
5. Special urban design studies may be prepared for existing neighbourhoods and districts to inventory basic distinctive characteristics which should be respected in the design of public works or possible future *development* proposals. The retention and promotion of these features will then be implemented by the regulations of the implementing *Zoning By-law* and through the application of urban design guidelines in accordance with policy 3.6.1
6. In order to promote the "sense of place" which is found in many older neighbourhoods and districts, the City will encourage the retention, reuse and intensification of existing prominent community facilities (e.g. neighbourhood schools, churches, recreational buildings).

### Character of Development Adjacent to the Rivers and Public Open Spaces

3.6.18 This Plan places a high priority on promoting "excellence in urban design" for lands bordering the Speed and Eramosa Rivers and other public open space lands. Open space lands serve as the "backbone" of the Guelph community and are a critical, integral component of Guelph's image.

1. Urban design principles of subsection 3.6 will be used to promote compatible *development* in the valleylands associated with the Speed and Eramosa Rivers and adjacent to public open spaces.
2. The City requires *development* proposals to have "animated" ground level building facades when they are located along the Speed River in the downtown area. This is to be accomplished by:
  - a) Requiring buildings designs to have entrances and windows face the river;
  - b) Requiring parking areas to be not visually apparent from the river's edge;

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and

### **Schedule 3 (continued)**

- c) Requiring building functions that do not serve the public, such as loading bays, refuse and other storage areas, and blank walls not to face the river. Landscaping and screening may also be used to provide a visual buffer where these functions cannot be relocated.
3. This Plan promotes the improvement of riverfront lands that are available for public use, for pedestrian and cyclist amenity as well as the retention or restoration of *natural* and *cultural heritage* qualities.
4. This Plan promotes the retention and extension of view corridors to the rivers and landmarks within the river corridor.
5. This Plan promotes improved general public accessibility to the developed parks in the City's Speed and Eramosa River corridors.
6. This Plan encourages buildings and landscapes to be designed in a manner that respects the character of the adjacent park, river or public open space lands. Special building placement and design considerations may be required to protect as well as optimize views to the river or open space lands.
7. In order to promote public safety, active parks will be designed with adequate street frontage and placement of landscaping to permit visibility to and from the abutting street.

#### **Character of Development in Non-Residential Areas**

3.6.19 This Plan promotes high quality urban design for commercial, industrial and institutional areas to assist in improving the overall image of the City. These policies will apply to non-residential areas that are highly visible from the public realm, such as:

- a) Locations along major roads with a high degree of public exposure;
- b) Locations adjacent to the Speed and Eramosa Rivers;
- c) Locations adjacent to parks or other public open spaces;
- d) Locations that interface with residential neighbourhoods.

3.6.20 The following specific matters will be considered in the design of non-residential *developments*:

1. Signage should be in the form of free standing ground signs with extensive landscaping and/or building signage incorporated into the building façade design.
2. Buildings should be oriented toward the street and provide direct user entrances from adjacent streets and walkways. Corner buildings should address both streets by providing two articulated façades facing the street and avoiding blank walls.
3. Walkways should be provided directly from the public sidewalk and from parking areas to the main entrance(s) of the building(s). These walkways should be well articulated, safe and accessible and integrated with the overall network of pedestrian linkages in the area.
4. Parking garages should be designed to provide well-articulated façades facing the streets. If conditions are favourable, street-related uses on the ground level of the parking structure are encouraged.
5. Transit user amenities, such as shelters and associated user furniture should be provided in instances where significant pedestrian/transit user traffic is expected.

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## Schedule 3 (continued)

### Personal Security

- 3.6.21 The City will encourage the promotion of safety in the public realm through the implementation of this Plan's policies. Proper design and the effective use of the built environment can lead to a reduction in the incidence and fear of crime and result in an improved quality of life. New *development* should be designed in a manner that:
- a) Provides opportunity for informal surveillance of outdoor spaces ("eyes on the street") in order to deter a potential offender;
  - b) Clearly marks the transition or boundary between public and private spaces; and
  - c) Permits the built environment to be effectively and efficiently maintained to display high standards of civic pride.

### Other Considerations

- 3.6.22 The creation of space that is 'universally accessible to all' should be strived for in the design of public works and *development* proposals. The provisions of subsection 3.7, Barrier Free Development, will assist in this regard.
- 3.6.23 The City will promote the provision of public art in publicly accessible areas. Public art enhances the enjoyment of the public realm; it can be used to commemorate important persons or events. It can consist of statues, paintings, murals, fountains, sculptures, banners, plaques, memorials, squares and display cases, all of which contribute to the cultural, historic and "sense of place" foundations for the community.

### Street Right-of-Way Design

- 3.6.24 The City will encourage the retention of existing street patterns and street character to maintain the "image" of Guelph. *Development* proposals should connect with the existing urban fabric of streets and associated open spaces.
- 3.6.25 Street rights-of-way will be designed to accommodate the necessary pavement widths for vehicular traffic flow, on-street parking (where applicable), bicycle traffic flow (where applicable), underground and overhead services, sidewalks, street trees, vegetated boulevards and other ancillary features.
1. In instances where streets have wide boulevard areas, the City may landscape these areas, where budgeting permits, with special streetscape treatments such as double rows of street trees or mass corner plantings.
  2. Special design considerations will be given within the street rights-of-way to ensure that views from the street are retained to landmarks and monuments.
- 3.6.26 The City will promote the planting of street trees as desirable elements of the streetscape.
- 3.6.27 The City will promote the coordination of street infrastructure elements such as lighting, parking areas, landscaping, transit shelters, trash containers, bicycle racks and signage to afford continuity, character and function in the streetscape.

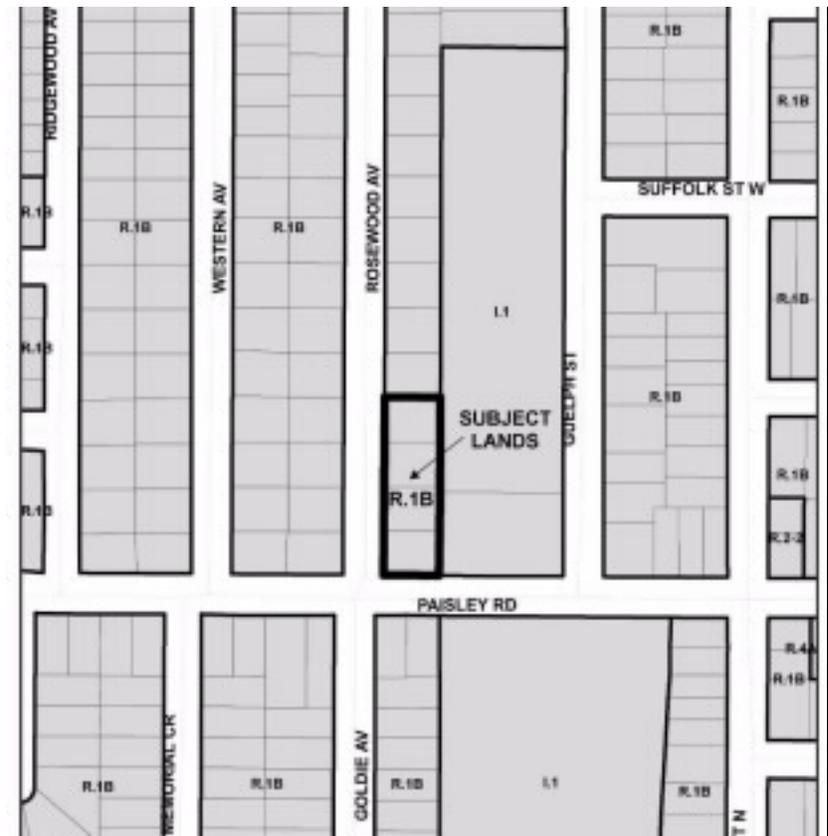
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### **Schedule 3 (continued)**

- 3.6.28 Streetscape improvements will be undertaken as a component of the design and development of municipal public works or, as a condition of *development* approval, where appropriate.
- 3.6.29 Table 3.1 has been created to identify "key street linkages" for enhanced streetscape treatment that have a particular significance, whether it is pedestrian, historic, visual, and/or ecological. While there are no pre-determined plans or specifications, it is important to note that as capital projects are planned and *development* is approved, streetscaping should be incorporated. While streetscaping will generally be confined to the municipal right-of-way (road allowance), private property owners adjacent to these identified streets should also provide due consideration to the overall appearance and function of these linkages. Private properties would be evaluated during the *development* approval process.

## Schedule 4 – Existing and Proposed Zoning

### Existing Zoning



### Proposed Zoning





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## Schedule 6 – Circulation Comments

### Circulation Comments

<u>RESPONDENT</u>	<u>NO OBJECTION OR COMMENT</u>	<u>CONDITIONAL SUPPORT</u>	<u>ISSUES/CONCERNS</u>
Planning			Subject to Schedule 2
Engineering*			Subject to Schedule 2
Zoning			
Police Service			
Wellington Catholic District School Board*			
Isabel Britton*			Concern about visual impacts of demolishing houses for driveways

\*correspondence attached

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**Stacey Laughlin**

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**From:** Times Filer  
**Sent:** October 21, 2018 9:25 AM  
**To:** Stacey Laughlin  
**Cc:** Rajan Philips  
**Subject:** 201807 1, 2, 5 & 7 Rosewood Avenue

Stacey,

Lots 1, 2, 3 and 4, Plan 343 are situated on the east side of Rosewood Avenue south of the Paisley Road intersection. Rosewood Avenue is a 2<sup>nd</sup> and local road with grassed boulevards, curb and gutter and sidewalks on both side of the street. Paisley Road is a 2<sup>nd</sup> line arterial road with grassed boulevards, curb and gutter and sidewalks on both side of the street. Lots 2, 3 and 4 have a combined lot frontage length on Rosewood of 67.25m. Lot 1 (18<sup>th</sup> Rosewood Ave.) is a corner lot and has 42.41m of frontage on Rosewood Avenue and 27.75m along Paisley Road. The width of the lots right-of-way on both Rosewood Avenue and Paisley Road is 40.117m. The City of Guelph Official Plan indicates a road widening dedication of up to 2m on both sides of Paisley Road to achieve the ultimate right-of-way of 23m.

Existing servicing on Rosewood Avenue include 200mm sanitary sewer, 400mm storm sewer and 150mm watermain. Existing servicing on Paisley Road include 200mm sanitary sewer, 400mm storm sewer and 150mm watermain. Stormwater management will be required on site including any associated costs with the development of the proposed parking area.

Engineering can comment further once more detail is provided for final approval. Please call if you have any concerns or questions.  
Regards,

**Times Filer, H.B.Sc. | Development Technician**  
**Engineering Services | Community Design and Development Services**  
**City of Guelph**

1-519-822-1265 x 2224 | F: 519-822-6194  
E: [Times.Filer@cityofguelph.ca](mailto:Times.Filer@cityofguelph.ca)

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

Rx Date/Time: 201-20-2009 13:02  
201-20-2009 13:02

5 9 725 5147

519 725 5144 P. 03/25

## **Mackinnon & Associates**

Providing Solutions in Urban, Landscape and Environmental Planning  
550 Parkside Drive, Unit A-27, Waterloo, Ontario, N2L 5V4  
Phone: (519) 725-5140 Fax: (519) 725-5144  
E-Mail: [general@mackinnonassociates.ca](mailto:general@mackinnonassociates.ca)

## **FAX MEMO**

File: 2009

11/03/2009 13:02

**DATE:** October 26, 2009

**TO:** City of Guelph  
Attention: Ms. Lois Giles, City Clerk

**FAX NO:** (519) 837-5640

**FROM:** Marianne Turlec

**SUBJECT:** Zoning By-law Amendment - ZC0907  
Part of Lots 1 to 4, Registered Plan 349  
1, 3, 5 & 7 Rosewood Avenue

**TOTAL PAGES FAXED:** 4  
(Including Cover Page)

On behalf of the Wellington Catholic District School Board, we have reviewed the above noted application. The Board has no objection to the Zoning By-law Amendment to rezone the property from R.1B (Residential Single-Family) to I.1 (Institutional) in order to permit the development of additional parking spaces for St. Joseph Catholic Church, as well as pedestrian and vehicular access points to the church and school from Rosewood Avenue.

Should you have any questions with regard to the comments provided, please do not hesitate to contact our office.

Yours truly,  
Mackinnon & Associates

  
Marianne Turlec  
Planning Assistant

cc: Mr. Rae Walton, Wellington Catholic District School Board

17 Rosewood Ave.  
Guelph Ont

Sirs -

Rosewood Avenue should  
remain residential.

Demolishing houses, to have  
driveways would look absolutely  
disgusting for Rosewood Ave.  
It is a pretty street now.

Isabel Britton

RECEIVED  
OCT 21 2009

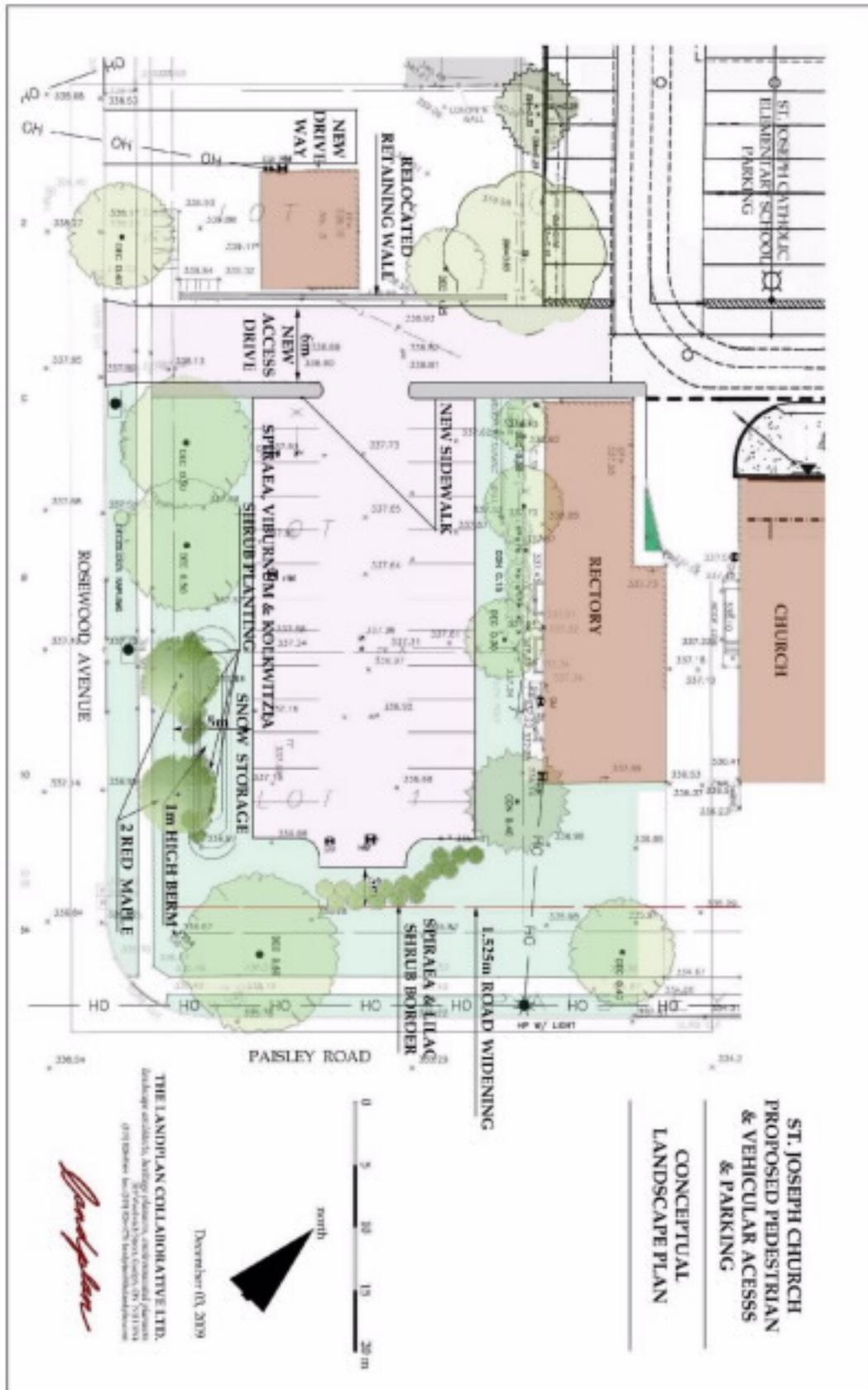
CITY CLERK'S OFFICE

Community Design  
and Development Services

OCT 21 2009

Isabel Britton

**Schedule 7 – Applicant’s Preliminary Landscape Plan for the Subject Lands**





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## **Schedule 9 – Public Notification Summary**

September 17, 2009	Application received by the City of Guelph
October 9, 2009	Notice of Public Meeting mailed to prescribed agencies and surrounding property owners within 120 metres
October 9, 2009	Notice of Public Meeting advertised in the Guelph Tribune.
November 2, 2009	Public Meeting of City Council
February 9, 2010	Notification provided to persons providing comments or signed attendees at the Public Meeting that the matter will be on the Council meeting for a decision
March 1, 2010	City Council Meeting to consider staff recommendation



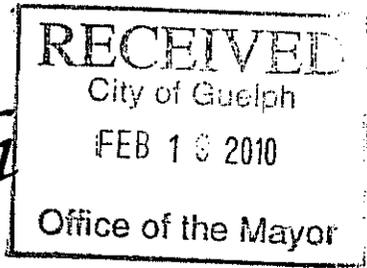
# St. Joseph Parish

409 Paisley Road, Guelph, Ontario N1H 2R4

Phone: 519-822-4614

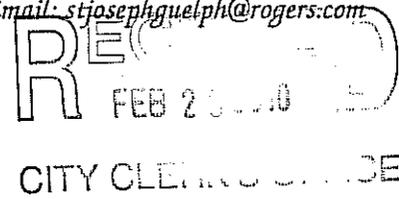
Fax: 519-837-8728

Email: [stjosephguelph@rogers.com](mailto:stjosephguelph@rogers.com)



February 11, 2010

Her Worship, Mayor Karen Farbridge  
Members of Guelph City Council



Re: Proposed Zoning By-Law Amendment – 1, 3, 5 & 7 Rosewood Avenue.

On behalf of the parishioners of St. Joseph's Catholic Church, we respectfully request your support for this re-zoning application in order to create badly needed parking for parish activities.

This is a very important issue for St. Joseph's Parish. As Guelph's largest Catholic parish, we are home to over 4000 families and approximately 10,000 members. We have been blessed in the past with co-operative neighbours who have assisted with weekend parking requirements. While that is the greatest need, it is not the only one. St. Joseph's is home for many weekday activities, including daily Mass and youth activities. Other mid-week activities include funerals and consultations for assistance by St. Vincent de Paul members for needy community residents representing all faith groups.

Over 15 years ago, it was recognized that St Joseph's needed to take responsibility for its own parking needs for both weekdays and weekends. Inter-city schools were closing due to changing demographics and the growing city meant a greater proportion of parishioners used their vehicles to attend church activities. Currently, with the re-development of St Joseph's Catholic School, the timing is right to implement this plan.

The assistance and guidance of the planning staff at City Hall has been very much appreciated. They have proposed ideas to improve the aesthetics of the project and to minimize the impact on the neighbourhood.

Thank you for your consideration and understanding

Sincerely

Very Rev. Ken Miskiewicz VF, PP

Pastor, St. Joseph's Parish

Tom Nolan

Chair, Property & Finance Committee

Copy - Stacey Laughlin