

City Council - Planning Meeting Agenda



Consolidated as of October 14, 2016

**October 17, 2016 – 6:30 p.m.
Council Chambers, Guelph City Hall, 1 Carden Street**

Please turn off or place on non-audible all electronic devices during the meeting.

Please note that an electronic version of this agenda is available on guelph.ca/agendas.

O Canada
Silent Reflection
Disclosure of Pecuniary Interest and General Nature Thereof

Council Consent Agenda:

The following resolutions have been prepared to facilitate Council's consideration of 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. It will be extracted and dealt with separately as part of the Items for Discussion.

CON-2016.60 Public Meeting Re: Proposed Ward 5/6 Boundary Adjustment (delegations permitted a maximum of 5 minutes)

Recommendation:

1. That staff be directed to bring forward a by-law for Council's consideration to implement the Ward 5/6 Ward boundary change at the October 24, 2016 Council meeting.
-

**Public Meeting to Hear Applications
Under Sections 17, 34 and 51 of The Planning Act**
(delegations permitted a maximum of 10 minutes)

Statutory Public Meeting Report: City-initiated Official Plan Amendment (OP1603) and Proposed Revision to the Downtown Zoning By-law Amendment (ZC1614) Specific to 75 Dublin Street North

Staff Presentation:
Stacey Laughlin, Senior Policy Planner

Delegations:

Astrid Clos
Tom Lammer
Melissa Dean
Joseph Macerollo
John Farley
Corinne Maloney
Jennifer Jupp
John Parkyn
Jesse Ariss
Brian Campbell
Henry Cimerman
Jayne and Allan Suzuki
Patrick Martin
Dana Bowman
Catherine Killens
Susan Watson
Tad Malak
Chris Findlay
Glynis Logue
Tom Dowd
Anne Gajerski-Cauley
Noelle O'Brien
Kelly Dewbury
Olivia Dewbury
Catrien Bouwman
Bryan Connell
Melissa Dean
Alan Milliken Heisey, on behalf of Upper Grand District School Board
Alan Millar
Claire Jeffery
Lisa Woolgar
Paul Hettinga
Karen Hunter
Leo Barei
Alan Simmons
Jean Turner

Correspondence:

Astrid Clos
Kathryn Folkl, Nature Conservancy of Canada
Nick Black
Virginia McDonald
John Jantunen and Tanja Rabe
Amy Withers
Katie Gad
Dennis Johnson
Jayne and Allan Suzuki

Patrick Martin
Dana Bowman
Vanessa Currie
Bill Chesney and Jane Macleod
Susan Watson
Jarrett, Shane and Bonnie Swantek
Alan Milliken Heisey, the Upper Grand District School Board
Jean Kells
Catherine Killen
Albert Knox
Marvin Stemeroff and Shawna Geer
Susan Douglas
Paul Hettinga
Randalin Ellery, Task Force
Stefanie and Mitchell Clark, and Stella Campbell
Gabrielle Brankstonm, Rowan and Guinn
Michelle Whitney and Mark Neil
Barbara Robinson
Joan and Jake DeBruyn
Pia K. Muchaal
Wayne Hillman
Eran Dodington and Christine Lacroix
Janet Elsey and Jeff Mitchell
Alan Millar
Aita Herdman
Pedro Bevelander
Debra Elder
Barry Elder
Krysta Whitney
John Parkyn
Michael Crawley
Nancy Fischer
Marina Gascho
Jeff Thomason and Melody Wren
Nancy Martin
Alan Simmons and Jean Turner
Kay Elford
Mervyn Horgan and Saara Liinamaa
Susannah Ferreira
MaryBeth Templeton
John Farley
Brian Campbell
Petition with 69 Signatures
Claire Flaherty
Gabriella Vegvari
Corinne Maloney
John Muredda
E. Lin Grist

Staff Summary (if required)

Recommendation:

That Report 16-80 from Infrastructure, Development and Enterprise Services regarding a City-initiated Official Plan Amendment and a proposed revision to the draft Downtown Zoning By-law Amendment as it pertains to 75 Dublin Street North dated October 17, 2016 be received.

Items for Discussion:

The following items have been extracted from the Council Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations. (delegations permitted a maximum of 5 minutes)

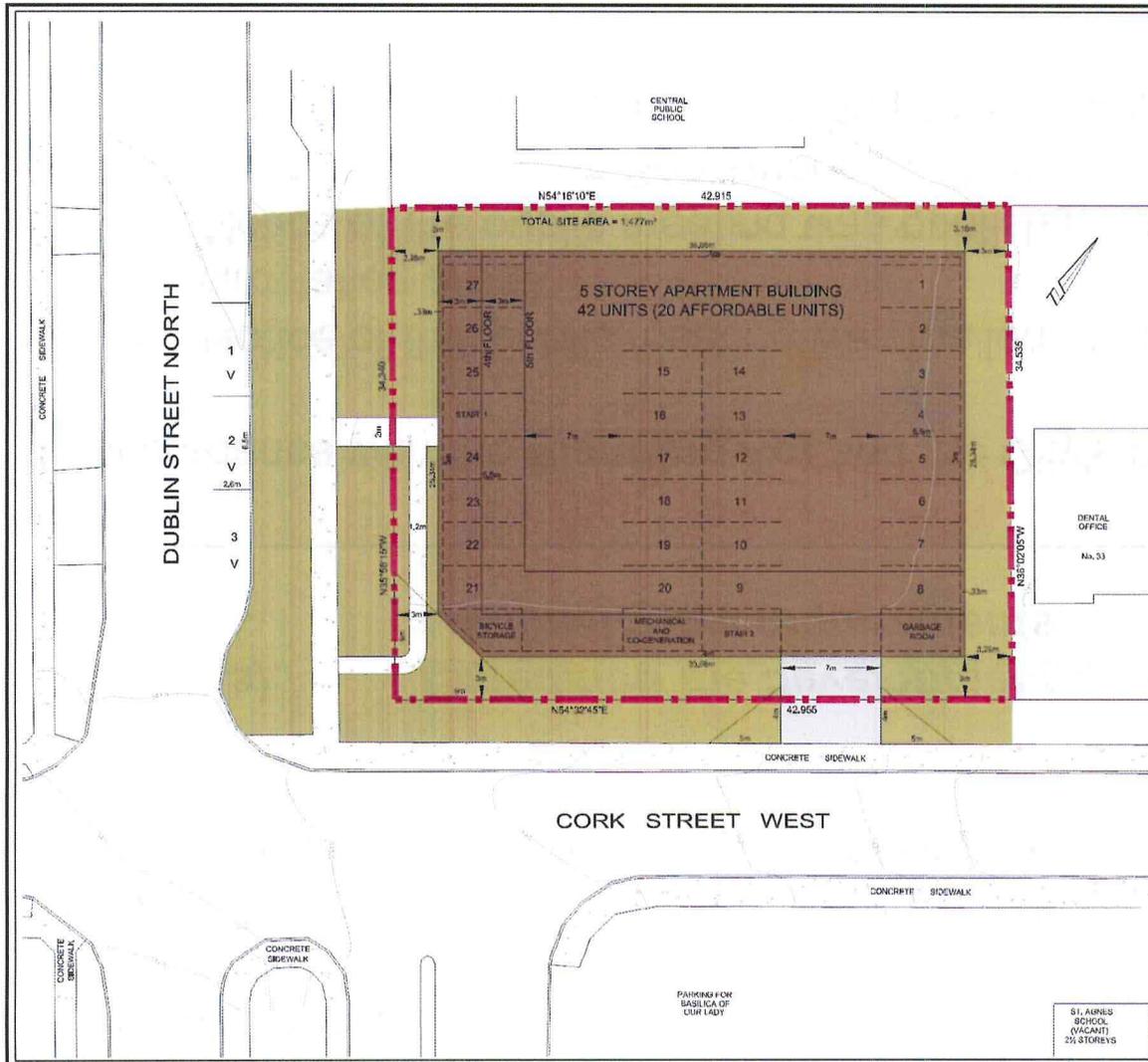
None at this time; pending Council consideration of the consent agenda.

Special Resolutions

Mayor's Announcements

Please provide any announcements, to the Mayor in writing, by 12 noon on the day of the Council meeting.

Adjournment



ASTRID J. CLOS
 PLANNING CONSULTANTS

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CONCEPT PLAN 75 DUBLIN STREET NORTH

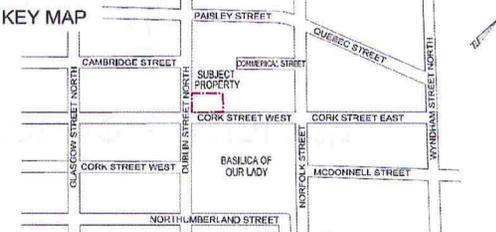
DATE: SEPTEMBER 12, 2016

SCALE: 1:200

PROJECT No. 1227

DRAWN BY: A.J.H.

KEY MAP



LEGAL DESCRIPTION: ALL OF LOT 1051, PART OF LOT 1052, REGISTERED PLAN 8, CITY OF GUELPH

Zoning Regulation	Proposed Specialized Downtown 2 D.2-9 Zone		Compliance
	Proposed Use Apartment Building Required	Proposed Use Apartment Building Provided	
Maximum Building Length (6.3.3.1.1)	60 m	36.5 m	Yes
Minimum Building Setback of 3m for the 4 th storey from the street. (6.3.3.1.4)	3 m	3 m	Yes
Minimum Building Setback of 3m for the 5 th storey from the street. (6.3.3.1.4)	3 m	3 m	Yes
Maximum Building Height (6.3.3.1.1)	4 storeys	5 storeys	No
Required Parking for Apartment Building	42	27	No
1 parking space per residential dwelling unit (Table 6.3.3.5.1 - Row 1)	parking spaces	parking spaces	
Required 0.05 visitor parking spaces for apartments with more than 10 dwelling units to be clearly reserved for the exclusive use of residential visitors. (6.3.3.5.1.1)	3 visitor parking spaces	3 on-street visitor parking spaces	No
An underground parking area shall be permitted in any yard and may be located within 3 m of a lot line. (6.3.3.5.2.1.1)	3 m	3 m	Yes
Minimum Front and Exterior Side Yard - 3 m where the average of the setbacks of the adjacent properties cannot be determined (Table 6.3.3.9 Row 1) in the 9m corner lot sight line triangle no Building Structure, play equipment, stairs or parked motor Vehicle shall be located. (4.6.1)	3 m	3 m	Yes
Driveway sight line triangle 5 m along the sidewalk and 4m. (4.6.2.1)			Yes
Minimum Side Yard - 3 m abutting an institutional Zone (Table 6.3.3.9 Row 2)	3 m	3 m	Yes
Minimum Rear Yard (Table 6.3.3.9 Row 3)	10 m	3 m	No
Minimum Lot Area (Table 6.3.3.9 Row 5)	370 m ²	1,477 m ²	Yes
Minimum Lot Frontage (Table 6.3.3.9 Row 6)	12 m	34.3 m	Yes
3m Buffer Strip abutting I Zone (Table 6.3.3.9 Row 8)	3 m	3 m	Yes
Minimum Floor Space Index (Table 6.3.3.9 Row 8)	0.6		Yes

Holding Zone (H) Provision
 Purpose: To ensure that development of the lands at 75 Dublin Street North does not proceed until the owner has completed certain conditions.
 Condition:
 Prior to the removal of the holding symbol "H", the owner and any mortgagees shall enter into an agreement registered on the title of the lands known municipally as 75 Dublin Street North satisfactory to the City Solicitor for the provision of 20 affordable rental units in accordance with the Investment in Affordable Housing (IAH) funding.

Sep 12 2016 - 4:03pm (24101416)
 N:\16-241\24101-16\ACAD\Terms Court Concept Plan (A)03

Concept Plan presented at the September 12, 2016 Downtown Zoning By-law Public Meeting.

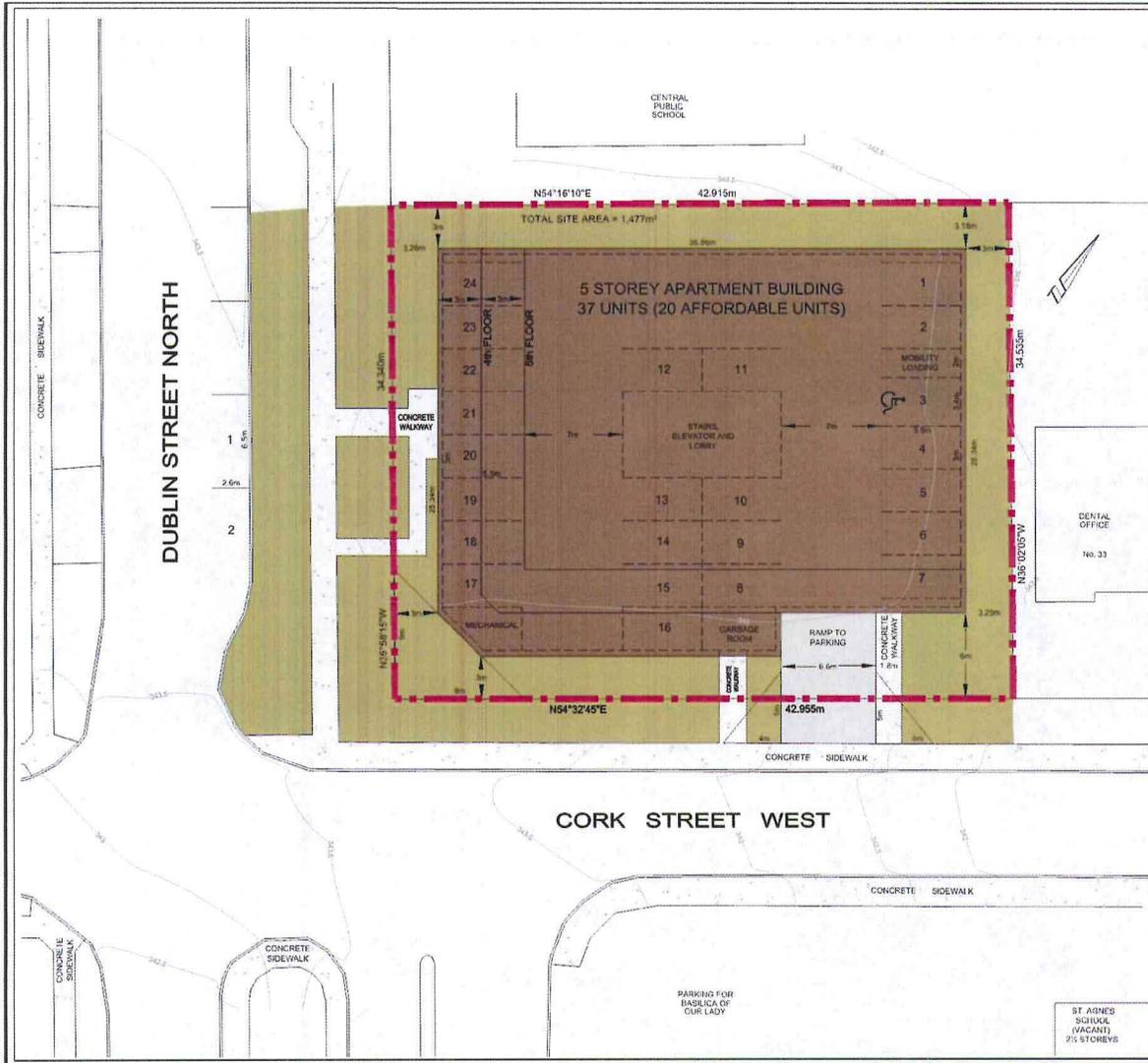
The **Guelph Official Plan (2014 Consolidation)** states that the City shall assist in the production of affordable housing by expediting the development approval process.

“7.2.2 The City shall encourage and assist, where possible, in the production of an adequate supply and mix of affordable housing by:

- a) **Expediting the development approval process and other administrative requirements;**”
-

In accordance with the **Planning Act** and the City’s public notification policy;

- Notice of this public meeting was mailed to landowners within the circulation area.
- Notice of the public meeting was published in the Guelph Mercury Tribune on September 21, 2016.
- Notice signs were posted on the property September 22, 2016.



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CHURCHILL COURT CONCEPT PLAN 75 DUBLIN STREET NORTH

DATE: OCTOBER 4, 2016

SCALE: 1:200

PROJECT No. 1227

DRAWN BY: A.R.N.

KEY MAP



LEGAL DESCRIPTION ALL OF LOT 1051, PART OF LOT 1052, REGISTERED PLAN 8, CITY OF GUELPH

Permitted Use: Apartment Building	Proposed Specialized Downtown 2 D.2- 9 Zone		
	Required	Provided	Compliance
Zoning Regulation	60 m	36.6 m	Yes
Maximum Building length (6.3.3.1.1)	60 m	36.6 m	Yes
Minimum Building Setback of 3m for the 4 th storey from the street. (6.3.3.1.4)	0 m	3 m	Yes
Minimum Building Setback of 3m for the 5 th storey from the street. (6.3.3.1.4)	3 m	3 m	Yes
Maximum Building Height (6.3.3.3.1.1)	4 storeys	5 storeys	No
Required Parking for Apartment Building (Table 6.3.3.5.1 - Row 1)	37 parking spaces	24 parking spaces	No
Required 0.05 visitor parking spaces for apartments with more than 10 dwelling units to be clearly reserved for the exclusive use of residential visitors (6.3.3.5.1.1)	2 visitor parking spaces	0 visitor parking spaces	No
An underground parking area shall be permitted in any yard and may be located within 3 m of a lot line. (6.3.3.5.2.1.1)	3 m	3 m	Yes
Minimum Front and Exterior Side Yard - 3 m where the average of the setbacks of the adjacent properties cannot be determined (Table 6.3.3.9 Row 1)	3 m	3 m	Yes
In the 9m corner lot sight line triangle no Building, Structure, play equipment, statue or parked motor Vehicle shall be located. (4.6.1)			Yes
Driveway sight line triangle 4 m along the sidewalk and 5m. (4.6.2.1)			Yes
Long Term Bicycle Parking Spaces 0.68 spaces per unit (Table 6.3.3.5.3 Row 1)	26	19	No
Minimum Side Yard - 3 m abutting an Institutional Zone (Table 6.3.3.9 Row 2)	3 m	3 m	Yes
Minimum Rear Yard (Table 6.3.3.9 Row 3)	10 m	3 m	No
Minimum Lct Area (Table 6.3.3.9 Row 5)	370 m ²	1,477 m ²	Yes
Minimum Lct Frontage (Table 6.3.3.9 Row 6)	12 m	34.3 m	Yes
3m Buffer Strip abutting 1 Zone (Table 6.3.3.9 Row 8)	3 m	3 m	Yes
Minimum Floor Space Index (Table 6.3.3.9 Row 8)	0.6		Yes

041 042016-10-5199 (24101-16)
 H:\16-241\24101-16\ACAD\Church Court Court Concept Plan (B).dwg

Revised Concept Plan dated October 4, 2016.



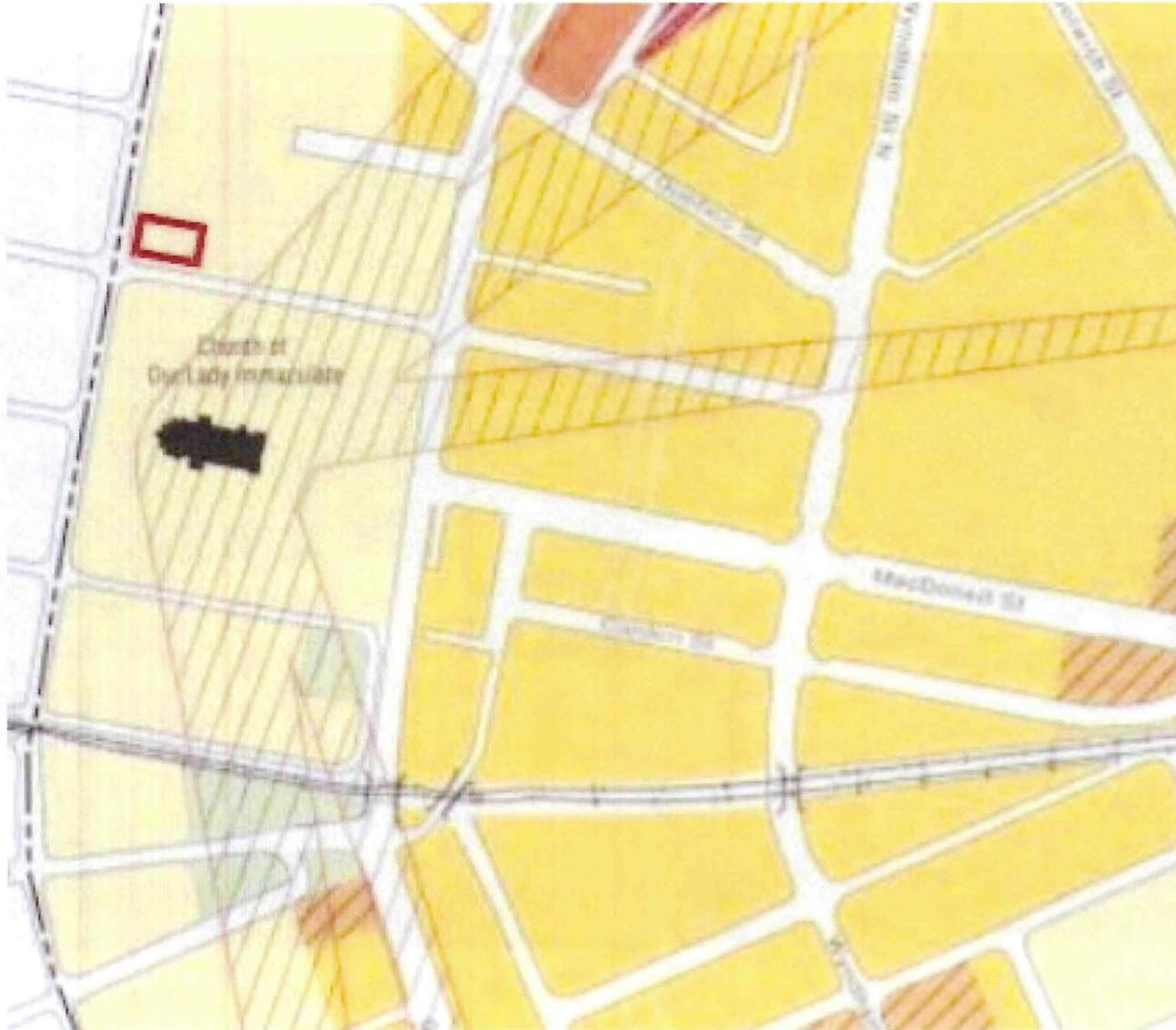
75 Dublin St. North

Preliminary Conceptual Building Rendering

October 5, 2016

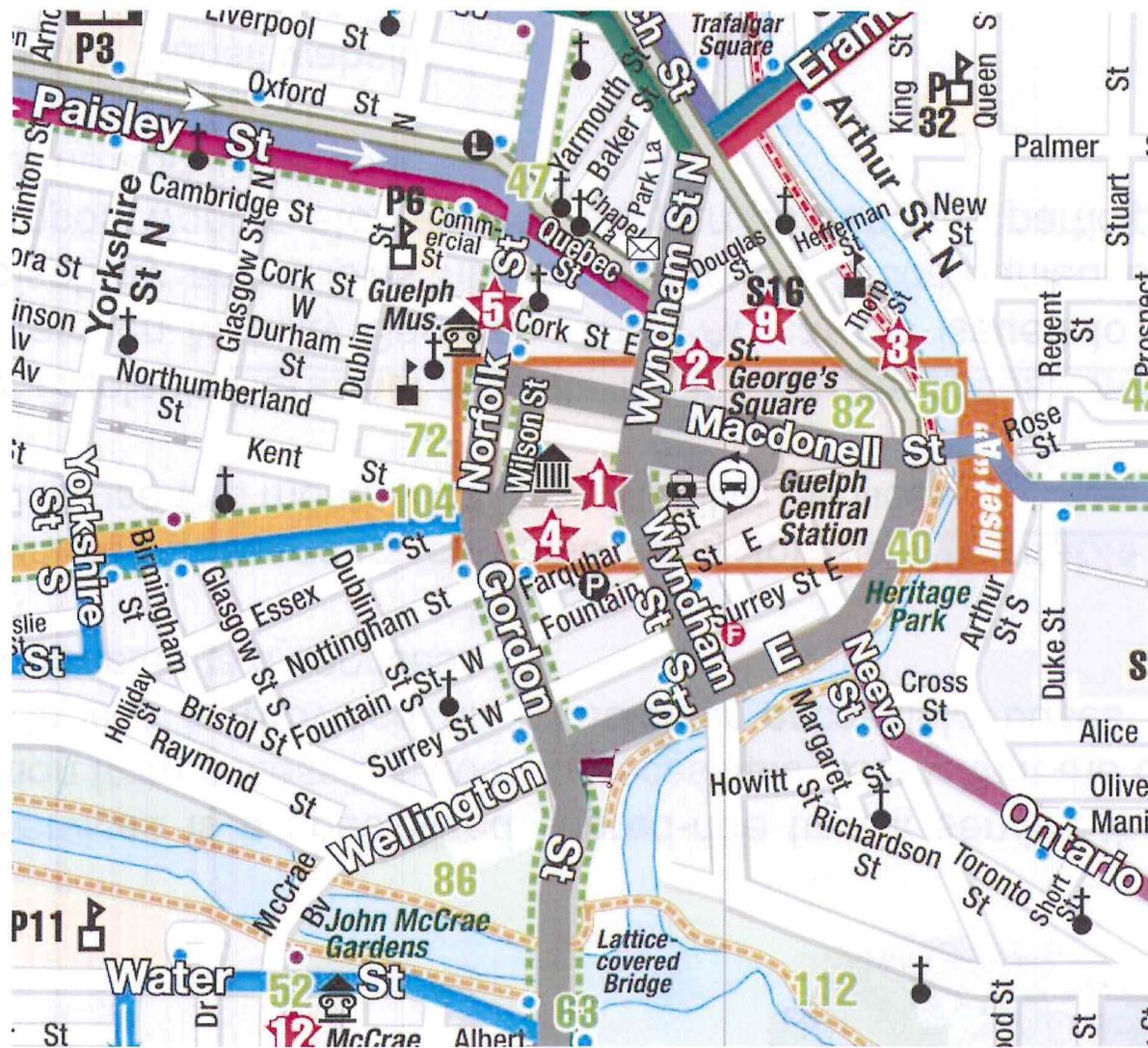
City of Guelph Official Plan - Schedule D

Protected Public View Corridor for the Basilica of Our Lady





Source: Google Maps Street View



Guelph Transit Routes

1 College Edinburgh	6 Harvard Ironwood	11 Willow West
2 West Loop	7 Kortright Downey	12 General Hospital
3 East Loop	8 Stone Road Mall	13 Victoria Road Recreation Centre
4 York	9 Waterloo	14 Grange
5 Gordon	10 Imperial	15 University College
6 Harvard Ironwood	11 Willow West	16 Southgate
7 Kortright Downey	12 General Hospital	20 Northwest Industrial

Bus Stop location with hard surface Multiple Routes
 Bus Stop location without hard surface Direction of Travel

Guelph Transit Mobility Services



“Mobility Services is a specialized shared-ride transit service that provides transportation from accessible-door-to-accessible-door within the city limits of Guelph. Service is provided on wheelchair accessible buses and, when needed, contracted taxi services.

Mobility Services passengers can also apply for the [Affordable Bus Pass Program](#) and use this monthly pass on Mobility Services.

The City of Guelph’s [Personal Assistant for Leisure Access \(PAL\) Card](#) is also valid fare on Mobility Services. The PAL card is issued to the person with the disability and allows him or her to be accompanied by a friend, relative, support worker, etc., as their support person who participates as an attendant at no additional cost.”

Source: Guelph Transit website



Affordable Bus Pass

“Following a successful pilot period, the City of Guelph made its Affordable Bus Pass program permanent, effective January 1, 2014. Guelph Transit’s Affordable Bus Pass is a lower cost pass to help you get around Guelph using public transportation. Adults, youths and seniors living in low-income households are encouraged to apply.”

2016 Fare Structure	Monthly	Affordable Bus Pass
Adults	\$80.00	\$37.50
Seniors	\$68.00	\$31.00

Source: Guelph Transit website

102 EXISTING ON-STREET PARKING SPACES WITHIN THE AREA SHOWN



D = DRIVEWAY

R = REAR LANE

N=NO DRIVEWAY
OR REAR LANE
(5 HOMES)

Seven Existing On-street Parking Spaces on Dublin Street North



5 minute parking from 8:00am to 4:30pm, Monday to Friday, September 1 to June 30

Seven Existing On-street Parking Spaces on Dublin Street North



Photo taken at 7:00 pm on Friday September 30, 2016

Seven Existing On-street Parking Spaces on Dublin Street North



Photo taken at 2pm on Sunday October 9th, 2016

Community CarShare in Guelph Museum Parking Lot





Fundraiser for Guelph General Hospital



City of Guelph Affordable Housing Strategy: Final Report October 11, 2016

“Purpose of the Report

To present the Final Affordable Housing Strategy that provides actions to make an impactful difference on the City’s affordable housing target...

Aging population The increase in the proportion of seniors in the community will increase the demand for adaptable, multiple-unit housing. Affordability for seniors living on fixed incomes will also be a factor. (page 8)

Seniors living alone Seniors make up the largest segment (37%) of all one person households. Many of these seniors are living on fixed incomes and will require affordable housing options. The median household income for this group (\$32,379) is the lowest of all the household groups. (page 9)

Low vacancy rate The vacancy rate for Guelph’s primary rental market is currently 0.6% (April 2015), well below the balanced and healthy benchmark of 3%. (page 10) Staff reported that the City of Guelph has the **lowest vacancy rate in Ontario**.

Lack of small housing units There is a shortfall of bachelor and one bedroom units...(page 10)

Actions ... modifications to parking requirements for multiple residential properties... that include affordable rental units to reduce requirements where appropriate”

From: Kathryn Folkl
Sent: October 7, 2016 12:23 PM
To: Clerks
Subject: Reject the requested amendments for project proposed at 75 Dublin St. N
Importance: High

October 7, 2016
Submitted via email at clerks@guelph.ca

Dear Councilors –

I am writing to you today to ask you to reject the requested amendments to the official plan and draft downtown zoning by-laws for the project proposed at 75 Dublin St. North.

As you know, zoning amendments proposed by the developer would allow a 5th story (where only 4 stories are currently permitted), reduce vehicle and bicycle parking requirements for residents, remove entirely the visitor parking requirement and a remove the rear-yard setback requirement. A petition signed by nearby residents illustrates their **real concerns** regarding increased traffic, parking congestion issues downtown, impacts on adjacent school children (shading out green space, short-term construction impacts on children playing outdoors, long-term traffic safety issues) and the proposed seniors living there day to day (hills on all sides & safety concerns, no parking, no visitor parking, no green space, no affordable groceries, difficulty accessing transit). We have additional concerns regarding the fast-tracking of this project, simply so that the developer can access the federal infrastructure funds; this seems shortsighted and only to profit this developer. Your draft downtown zoning bylaws are clearly trying to send the message that bicycle parking is important. How is allowing reduced bicycle parking requirements on this project sending this message? How is reducing vehicle parking requirements helping alleviate downtown parking congestion problems? How is removing visitor parking requirements helpful for low-income seniors requiring home care, deliveries & family visits? How is a reduced rear-yard setback providing any outdoor space for residents of the building?

You were all wooed by Mr. Lammer and MP. Longfield and their buzzwords: infilling, affordable housing, senior housing, accessing federal funds. But when you actually look at the project and the site, what it does is break the rules of our official plan and bylaws to maximize profit. I don't fault the developer for this: **It's his job to maximize profit. But it's not yours.**

There's a reason city planners have put these rules in place. It is so residents, especially low-income seniors, have access to parking for themselves, visitors, deliveries and home care; it's to protect iconic vistas; it's to provide adequate space between buildings. If Mr. Lammer wants to deliver low-income senior housing to access the fed grant, this is not the site for it. Try someplace less hilly, with access to transit, visitor & resident parking options and affordable grocery options nearby. If Mr. Lammer wants this size of building, this is not the site for it – the Official Plan and by-laws clearly state this since he requires all these amendments.

Throughout its history, Guelph has had to balance the pressure to grow against the desire to maintain its small-city feel and green ethic. Sometimes the balance was lost and wetlands were drained in the rush to expand; high rises were built that blocked the view of the city's historic churches. **But we have an opportunity here to prevent this from happening again.** The Basilica of our Lady Immaculate is the city's defining structure. Do we want the rushed development of a 5-story apartment building immediately adjacent to it?

John Galt conceived of a city that was built 'for the people'; not 'to access the infrastructure funding by the deadline'. His vision relies on the actions of you to uphold our Official Plan and Zoning By-laws and **reject the amendments put forth by Mr. Lammer.**

Sincerely,
Kathryn Folkl

Kathryn Folkl
National Manager, North American Partnerships
Nature Conservancy of Canada

From: NICK BLACK
Sent: October 4, 2016 8:17 PM
To: Clerks
Subject: Dublin Street Apartment proposal

To whom it may concern;

As a resident of Cambridge Street, very near this new proposed "seniors development" on Dublin street I am writing to advise you I am absolutely opposed to this project for the following reasons:

- the project is being rushed through with only a couple of weeks notice to us and there has been no consultation with home owners and as such the proposal bypasses City of Guelph procedures as well as the downtown official plan
- it is right next to a primary school and the increased traffic will surely result in a injury or death to a child
- the density is over and above what would normally be allowed
- there are not enough parking spaces and already the downtown has inadequate parking (ie cancellation of the Wilson st parking garage)
- the location is terrible for seniors being accessible only by walking up steep hills
- This is a residential neighbourhood and nowhere else in this area are there even 3 story walk-ups.

This project is not good for those that reside here and is dangerous for the primary school students. Allowing similar density housing to what already is here would be acceptable.

Regards

Nick Black

From: v.mcdonald

Sent: October 6, 2016 4:05 PM

To: Dylan McMahon

Subject: Proposed apartment building at 75 Dublin St. N. - Comments

Although I am in favour of affordable housing and of rental housing being built, especially in the downtown core, I am concerned that the proposed building will be too high for the neighbourhood, increase the on-street parking problem, will impact negatively on the school and the basilica and will be unaffordable and inaccessible for seniors.

- V. McDonald

From: john jantunen
Sent: October 13, 2016 1:54 PM
To: Clerks
Subject: 75 Glasgow Street North

To The City Clerk,

We attended a meeting of community stakeholders concerned about the proposed development at 75 Dublin St. N. and were informed that even if we didn't want to speak as delegates at the October 17th council meeting we should send an email to the clerks office if we might want to be involved in a some sort of capacity down the line. Please consider this our official notice that we have grave concerns over the proposed revisions to the draft Downtown Zoning Bylaw Amendment for 75 Dublin Street North which would create a specialized D.2-9 (Downtown) zone permitting additional building height, as well as reduced vehicle and bicycle parking requirements; no visitor parking; and, a reduced rear yard setback requirement. There is a widespread perception that this will set a dangerous precedent for future developments and that the proper protocols (public consultations etc.) were not followed. Whether this is the case is also beyond my field of expertise but, in the very least, it's evident that allowing a grant deadline precedence over a thorough assessment of any proposed development, "affordable" or otherwise, would be a serious dereliction of duty for any elected official and it would be no less a dereliction of *our* civic duty if we, as residents of 18 Cambridge Street, remained silent witnesses to such.

John Jantunen & Tanja Rabe

From: Amy Withers Eckert
Sent: October 12, 2016 7:57 PM
To: Clerks
Subject: Building 75 Dublin st North

Hi there,

My concerns about this development are as follows:

the parking is inadequate for seniors. The hill is too high for seniors with any slight mobility issue to go up and down, particularly in winter. My parents are seniors and fully mobile but find that hill tricky.

It is too high. The church is beautiful...I can only say that City Council is wrong to change the view of it.

The school obviously should buy the space. So kids can play in more space and not lose access to sunshine because of the building.

This will increase traffic around a school, which is unsafe.

Finally there are no bus stops, Guelph isn't great for public transit anyway but how can seniors without parking spots, who can't walk from atop a huge hill get anywhere?

I live a bit further away, but I did not get a notice about any meeting or anything. Perhaps I wasn't entitled to but I feel that when a builder wants (my and your) tax dollars AND variances to put toward a sub-optimal plan...the answer should be NO.

Thanks, Amy Withers

From: Katie Gad
Sent: October 12, 2016 10:29 PM
To: Clerks
Subject: 75 Dublin Street

Dear Madam or Sir,

I am writing to express concern over the proposed 5 story development at 75 Dublin Street N. As a resident of the neighbourhood, I support intensification in the downtown core and affordable housing, however, I have questions regarding some of the variances to the Downtown Secondary Official Plan proposed by this development. The suggested height of 5 stories seems at odds with the character of the neighbourhood and will create a canyon out of the adjacent schoolyard at Central School which is already starved for light. Where I live on Cork Street West, we already have challenges with on street parking with many parking to walk over the hill to work downtown. The proposal to reduce the required parking spaces will make this situating worse. At school opening and closing times, there is already congestion at the intersection of Dublin and Cork Streets. Cars have limited sight lines coming up Dublin and Cork because of the hills. Adding more cars and people here does not make sense and is a recipe for an accident. Most significantly, I understand that seniors are the target audience for these units. Anyone who has walked up or down our neighbourhood hills in the winter would instantly understand why this could be problematic. I hope the City and developer consider these factors when looking at this proposal.

Thank you for our time and your attention to this matter,

Katie Gad

December 12, 2016

To: Mayor and Members of Council
City of Guelph
From: Dennis Johnson

Re: 75 Dublin Street

I am writing to express my concern about proposed zoning changes and future plans for 75 Dublin Street. There are many reasons to be disturbed about the plans and approval process for this site. I would like to highlight three problems.

- (1) Guelph has undergone some rapid changes to its skyline over the last few years. Not since the wholesale demolition of downtown heritage buildings in the 1950's and 1960's, has there been such rapid, unmanaged change. I believe that today's citizens are concerned that there is no proper oversight over the location and design of new high-rise buildings and, in the case of 75 Dublin Street, buildings located at the top of hills and visible from a great distance.
- (2) The view of the Basilica of our Lady Immaculate is an iconic tourist magnet. For over 150 years, the Dublin Street hill has been reserved for important symbolic structures visible from all directions. The first Salvation Army Citadel was located there. The old Central Public School at the top of Commercial Street was, in its day, the pinnacle of the city and its aspirations. When the school had to be replaced, the Board of Education, wisely, chose a low-slung discrete design that would never compete with the symbolism of the Church of our Lady. Recently, the city converted the old Loretto Convent into its new Civic Museum. Now there is a plan to place a dull box next to these meaningful structures – a symbol of profit stuck into the cultural backbone of the city.
- (3) The citizens of Guelph, through their democratic representatives, have put in place a process to plan the development and growing maturity of the city. But the people have not been consulted about the development at 75 Dublin Street. Why not? This is the most symbolic piece of property in the city, to those who care about the future. It should not fall victim to a fast grab for federal cash. Nor should the city.

Dennis Johnson

From: Jayne Suzuki
Sent: October 13, 2016 11:09 AM
To: Clerks
Subject: 75 Dublin St meeting Oct 17

Good morning

I am writing this to all of you to express our concern regarding the proposed development of 75 Dublin Street. Please add our names to the list for the October 17 meeting when we may or may not speak.

Our concerns focus on the following areas: proposed zoning change, requests by the developer for many variances, proximity to Central School and the affect of additional traffic, tenant and visitor parking, and the speed of the entire process.

We look forward to Monday's meeting.

Jayne and Allan Suzuki

Mayor Guthrie, Counsellors, City Clerk

I have just been made aware of the Council meeting on October 17 to consider exemptions to the zoning requirements, in the draft downtown zoning by-law, for the proposed apartment building being considered at 75 Dublin Street North. I am strongly against all proposed exemptions to the draft downtown zoning by-law, and consider the inclusion of the property in the draft downtown by-law to be ill-considered as well. As I understand it the city is considering no less than five exemptions to the draft downtown zoning by-law, in part due to the inclusion of affordable units targeted at seniors within the proposed building. My main objections to the exemptions are as follows.

1) The exemption from the requirement that the structure be no more than 4 storeys.

The property is perhaps on the highest elevation included in the draft downtown zoning by-law and adjacent to the historical site occupied by the Basilica of Our Lady Immaculate and associated buildings. Besides the obvious difference in scale between the proposed building and the surrounding neighbourhood, an exemption from the requirement that the building be no greater than 4 storeys surely subtracts from the architectural heritage of the adjacent site in permitting the addition of building that does not echo the architecture of the historical site and promises to forever degrade the important visual characteristics that the Basilica and associated buildings provide for city residents and visitors. Given the elevation of the site and its proximity to the historical site occupied by the Basilica one would have hoped that the still draft downtown zoning by-law would NOT have permitted even a four storey building on that site.

2) The exemption from the requirement to provide adequate parking spots for residents and the exemption from visitor parking requirements

As a resident of the downtown core I am acutely aware of the difficulties with on street parking, especially during the day when both employees of business and visitors to downtown routinely park on residential city streets near the proposed site. The addition of additional housing units without adequate parking can only exacerbate an increasingly difficult situation. I cannot understand the proposed exemption. The rationale that the units will be occupied by seniors does not provide a reasonable justification for the exemption. Most seniors still drive, and will want to do so on a site that requires one without a car to walk up and down some of the steepest hills in the city to get anywhere. If the affordable units are targeted to those that are younger that will of course rely on cars to get to work.

The proposed exemption to the requirement for visiting parking doubles down on the fiction that there is adequate parking adjacent to the site. Yes, if visitors would only come on weekends (when there are no activities at the Church), or in the evenings, they should be able to find parking within walking distance of the apartment building. As I mentioned above and as everyone knows it will often be the case that parking will occur on one of the four streets that are some of the steepest in the city. I can only imagine the

difficulties that some visiting seniors might have (yes seniors visit seniors), especially in the winter, parking on those exceptionally steep hills surrounding the proposed site.

3) The exemption from adequate bicycle parking.

I must admit that I don't know whether affordable housing is a permanent or temporary designation for an apartment building. Do the exemptions being considered carry with them a requirement that those units be designated as affordable units for the life of the building? If so, this exemption is not that problematic given the target age group for the affordable housing. However, if the owner can switch the affordable units to market price units in the near future the exemption may come back to bite the neighbourhood if there is inadequate bicycle parking.

4) The exemption from setbacks of 10m to the east and north.

This exemption, coupled with the exemption from the four story limitation, serves to not only increase the mass of the apartment building and its imposition on the character of the historical site across the street to the south, but it further imposes itself on the school building directly to the north. While I guess the adage "buyer beware" holds for the occupants of the units facing north, surely the added proximity to the school will increase the sound level in those units (occupied by seniors during school hours I would imagine) and that proximity may well unsettle staff and students as well – I imagine the school and parents of children attending the school will make this point more forcibly.

If council ultimately decides to proceed with any of the zoning exemptions I strongly urge council to tie any exemptions to the requirement that those units in the apartments designated as affordable in the proposal must be included in whatever building results in the numbers proposed. I can well imagine an eventual appeal to OMB at some point in the future where the affordable units somehow get lost – which appears to be the rationale for the exemption – and perhaps even part of the rationale for the draft downtown zoning by-laws themselves.

Patrick Martin

From: Dana Bowman

Sent: October 13, 2016 3:40 PM

To: Dan Gibson; Bob Bell; andyvanhellemond@guelph.ca; James Gordon; June Hofland; Phil Allt; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Karl Wettstein; Mark MacKinnon; Mayors Office; Clerks

Subject: Proposed Building for 75 Dublin Street North

Good Afternoon,

I have some serious questions and issues with the proposal for 75 Dublin St North.

The first question is why are the "affordable" units getting the lion's share of the reduced parking being made available? The math presented to the public is this:

37 units - 24 spots.

5 out of 20 "affordable" units are only getting parking spots.

This is troubling for two reasons. $37 - 24 = 13$. But only 5 of the twenty affordable units are being allocated a spot - and that's 15 spots not being provided. It looks like there are two spots unaccounted for somewhere.

So 17 out of 17 market rent units get spots, and only 5 affordable units get spots for a total of 22 spots. The developer is asking for 24 spots so this equals 2 missing spots.

So appears only the affordable units are being denied parking. And I don't think that the message "poor people can't have cars" is one the city would want to stand behind because I certainly don't.

My other major concern about this building is the lack of visitor parking being asked for. This has many concerns attached to it.

One - we need to move away from the idea that the city of Guelph is designed and set up for anything other than personal use vehicles. Pretending that for the last 40 years our development hasn't been centered on people driving to where ever they need to be is a bit ridiculous. Letting developers off the hook for adequate parking for their buildings, let alone visitor spots - especially where there is very limited on the street parking - is asinine. There needs to be a better compromise between infill and physical restrictions. Why are residents who already live nearby who don't always have driveways and need on street parking being asked to compromise the limited spots available to them for a for profit building that will over-tax the available neighbourhood parking?

Which leads to my next concern - deciding that downtown is walkable - but what actually defines walkable and is there actually anything for low-income seniors to walk to? There is the public library and a small handful of cafes and chain restaurants that could be considered walkable. The downtown area is still mostly made up high end shops, high end food markets, bars and pub-style restaurants. Are seniors living on limited means going to be able to access these things or are they marketed to a younger crowd or one with a larger disposable income? The senior's centre is not walkable from downtown and there are no department stores or chain-style stores at all. There are no true grocery stores downtown either. To access most of these amenities, you will need to take a bus. And no bus runs on Cork or Dublin streets. We are again sending a weird message - why are we putting low-income seniors who need affordable housing in an upscale neighbourhood where things generally just cost more?

The lack of visitor parking leads to my concern for any seniors who may need home care. Frankly, there is not a lot of on street parking in the area. If a senior were to need any sort of home care - where would the home care worker park? Because asking a home care worker to park in the Baker Street lot and walk up the hill to the corner of Dublin and Cork is probably not going to happen - for many reasons. And having the expectation that low-income seniors are not going to need home care is not reasonable either. The lack of visitor parking will make it hard for seniors to have visitors. Seniors often have health concerns and mobility issues that make it

difficult to get around. And this building design makes it difficult for people to get to them. And this could have long term ramifications on their health and mental well being. Which could eventually cost the city and province more money.

My last concern about the parking situation would be that this building would be located right beside a public school that is land locked and has very limited parking itself. 10 months of the year children walk to and from the school across the intersection that this building would sit beside. Making a dangerous walk for these kids more dangerous. And making it difficult for the residents of the building to get in and out.

When I first read about this situation my thought was "this is like someone coming forward saying they have a way to end hunger in Guelph. But all they do is provide the tables and plates and cutlery and hand out a list of nearby, low-cost grocery stores". This particular project is not going to do much for solving affordable housing problems in Guelph, but it certainly is going to create a bunch more problems that are going to need time and resources to fix.

From: Vanessa Currie

Sent: October 13, 2016 3:44 PM

To: Clerks; Mayors Office; Phil Allt; June Hofland; Dan Gibson; Bob Bell; James Gordon; Andy VanHellemond; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Mark MacKinnon; Karl Wettstein

Subject: 75 Dublin Street North

Our community held a meeting last night to discuss the proposed development plat at 75 Dublin Street North. The hall was full and all present were vehemently opposed to this development. We discussed ways to have our voices heard and therefore I am writing to express my opposition to the proposed development plan for 75 Dublin Street North, Guelph. I am opposed to all aspects of this development plan for the following reasons:

1. There was no due process in the decision making. Council decided to fast track the proposal without fair consultation with the community. The developer's submission wasn't even on the agenda for that meeting. This seems highly improper. We did not receive the information packages and learned about it through neighbours. Council passed a motion without proper public consultation. This is unacceptable in a democracy.
2. The proposed plan is completely objectionable for many reasons. There is insufficient parking in an area where parking is already a significant problem. There is not even space allocated for bicycles. This is outrageous. This developer doesn't want to provide proper facilities for his vulnerable tenants. He simply wants to throw up a building and let the community be inconvenienced for the rest. This is offensive and unsatisfactory. Has the city done a parking study to determine the impact of this proposal?
3. The adjustment for 5 stories, where 4 is the maximum is also unacceptable to the community. It will block the view of the Church of Our Lady, shadow all sunlight from the already inadequate schoolyard at Central Public School, and generally be an eyesore on our city. It's obnoxious and ugly and not fitting with the architecture of the neighbourhood.
4. The proposed setback adjustment from 10m to 3m is completely absurd. Three meters is not a yard, it is not even a pathway.
5. There will be increased traffic from tenant and visitor street parking, EMS services, taxis and deliveries. This corner is already extremely busy with school drop off and pick up, existing resident parking and church activities. The sight lines are poor at that corner. Increasing traffic will certainly result in accidents involving the most vulnerable members of our society, children and seniors.
6. This property location is not suitable for seniors or people using scooters. To get to this site, you have to walk up steep hills in all directions. As a pedestrian, I can attest that the sidewalks in our neighbourhood are often icy and treacherous and that the corner is dangerous.

Finally, I am not unsympathetic to the needs of low income residents and I understand the city's mandate to create more affordable housing spaces. However, this proposed plan requires too many adjustments that will have a negative impact on the community and ultimately won't serve the needs of seniors and/or low income residents.

Yours Truly,

Vanessa Currie

October 13, 2016

Mr. Mayor, and Members of Guelph City Council:

My wife and I attended a meeting last night regarding the proposed apartment building for the site at 75 Dublin Street North, and the various deviations from official zoning and planning regulations, particularly the 5-storey height and the lack of sufficient parking, that are being contemplated. I am a resident of the immediate neighbourhood, and I am submitting these written comments to **oppose** the proposed building and zoning amendment.

I am opposed for two reasons:

- Because there will be in my view significant negative impact on the immediate surrounding neighbourhood; the very sort of impact that all of the policies and planning principles are designed to protect against; and
- Because due process for examining, assessing, and deciding on allowable variances from zoning and bylaw principles and policies has not been adhered to by Council, thereby impeding the ability of those most affected by the decision, and the proposal itself, to effectively comment.

As a downtown resident, I support in principle both affordable housing and intensification; I believe that a downtown can only thrive if there are significant numbers of people who make their homes there. The many policy/principles documents cited in the proposal rightly refer to these specific goals. However, the variances being proposed for Churchill Court, and Council's haste to approve them, will bring significant negative impacts on the immediate neighbourhood, and make worse existing challenges with regards to parking, traffic, and pedestrian safety.

Basically, Churchill Court, even if it includes affordable seniors' housing, will harm the neighbourhood. The increased traffic from 24 additional cars, without any visitor parking provided, will make an already difficult situation worse. On-street parking is already insufficient during the day and evening, and the corner of Dublin and Cork is notoriously busy, especially during school access/egress hours, or when there are events at the Basilica, given its location at the crest of a hill. This will be made much worse if there is an access to underground parking located as proposed on Cork Street; it is hard to imagine how residents will safely come and go during peak traffic times.

Furthermore, the building's location and design, which assumes that the majority of senior residents will not have cars and will be relying on walking or public transportation, makes the location much less than ideal for the very residents whose needs are supposed to be of primary concern, when the nearest bus stop is a minimum of 170 m away, down a steep hill in any direction. There is also no indication of where garbage collection would occur, or where the garbage bins would be placed and stored; the available commercial collection bins are already controversial, with good reason.

Finally, the additional height serves nothing beyond the developer's understandable wish to realize a profit, and negates the intentions of the amended zoning bylaws before they are even fully implemented. I believe the proposed project fails to meet a number of the same criteria being cited in the Planning Justification Report as reasons for allowing the variance. For example:

- On page 11, under "Housing", item 1.4.3 (c) is quoted: "directing the development of new housing towards locations **where appropriate levels** of infrastructure and public service facilities

are or will be available to support current and projected needs.” The site and proposed design does not meet senior’s needs – the location is challenging, and public transit is a considerable distance away. Residents’ concerns about the lack of available street parking and the impact of increased car traffic coming and going are also not addressed, so their needs are not being met either.

- On page 12, under “Cultural Heritage”, item 2.6.3 essentially states that any site alteration will be evaluated to assess its impact on the surrounding neighbourhood (neighbourhoods being included in the list of examples of cultural heritage landscape elements). The truncated process being pursued here does not go beyond a narrow focus on the Basilica itself; as a result the impact on the established homes in the surrounding area, both during construction and afterwards, has not been considered in any discernible way.
- On page 14, “Complete communities” are stated to “...meet people’s needs for daily living throughout an entire lifetime Convenient access to public transportation and options for safe, non-motorized travel is also provided.” Given its location, for the seniors envisioned living at Churchill Court, such access will be neither convenient nor safe.
- On page 17, the Heritage Planner is quoted stating “that a development proposal adjacent to what is likely the City’s most important landmark and cultural heritage landscape needs to be designed in such a way that is compatible with its surroundings from a heritage conservation and urban design perspective.” If compatibility is a criteria, then why are the city’s own very sensible and reasonable constraints under the new zoning bylaws being deviated from, for the very first proposal falling under their purview, when assuring compatibility is a primary goal?

I am unable to understand why such haste must be implemented for this proposal, and do not see the potential federal grant funds for affordable housing as a sufficient rationale in and of themselves. I understand that the developer will be able to access some level of funding for each of the affordable units included, whatever the number. I am concerned that input from residents was not given sufficient opportunity or weight before the decision to fast-track the project was made at the meeting on September 12. If the developer is unable to make a sound business decision within the sensible existing parameters for building height, setback, parking, etc. that the city currently requires under the zoning bylaws, then perhaps a different site for the project should be considered, with fewer physical challenges, as I have tried to outline here.

Thank you for considering our written submission.

Bill Chesney and Jane Macleod

From: susanejwatson@:

Sent: October 13, 2016 12:29 PM

To: Stacey Laughlin

Cc: Dan Gibson; Bob Bell; Andy VanHellemond; James Gordon; June Hofland; Phil Allt; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Karl Wettstein; Mark MacKinnon; Mayors Office; Clerks; melissa dean; Glynis Logue; Todd Salter

Subject: Affordable housing and 75 Dublin St.

Dear Ms. Laughlin:

I do not require a personal response to this e-mail, but I thought it might be helpful for both City Councillors and members of the community to have more detailed information about the affordable housing aspect of the 75 Dublin development for the meeting this coming Monday.

The primary reason that an overwhelming majority of City Council supported an extremely unconventional planning process was the promise of adding sorely needed "affordable housing" to the City's housing stock.

I have found recently, however, that the terms surrounding "affordable housing" and "social housing" easily become conflated and it is not always clear exactly what is being discussed or proposed.

Based on the research of Melissa Dean, presented at a community meeting I attended last night, my understanding is that the affordable units proposed for 75 Dublin are not "social housing", ie: rent-g geared-to-income units which would meet the needs of the most impoverished seniors in our community. Is this correct?

Instead, the understanding of the community is that the "affordable" units will be offered at 20% below-market rent, something likely in the order of \$700 per month for a one-bedroom unit. Are you able to shed any light on the process in place (if any) for people to access these reduced rent units? Will renters be selected from a list maintained by the County of Wellington? Is a means test required?

I think these are important questions for both the community and City Council. In the case of another recent "affordable" development, Market Commons, I am aware that in at least two cases, units were purchased by a university professor and a lawyer. If tax dollars are being used to subsidize affordable units and significant development concessions are being considered, what guarantees are there that the units will go to those most in need, rather than delivering a sweet rental deal for 20 lucky seniors?

It is my understanding that rental rates at 20% below market costs will still be out of reach for the most impoverished seniors. The only way they would be able to access a unit at 75 Dublin is with an additional rent subsidy from the County of Wellington. I believe the wait list for those subsidies is currently a minimum of 2 years.

The community and Council may also be interested to know what other projects were considered by the County and why 75 Dublin was chosen as a candidate for the grant. If the 75 Dublin development cannot meet the timelines, will the grant money be deployed elsewhere in the region?

Am I correct in understanding that the grant is a per-unit subsidy of \$150,000, not a single \$3 million envelope? Theoretically, would it be possible to still access 50% or 75% of the grant with a reduced number of affordable units?

Lastly, if the affordable units in the proposed development are truly destined for those most in need, is it an option for the City to make a financial contribution to the development from the Affordable Housing reserve? This might support a scenario in which a smaller building with fewer units, conforming to City By-laws, could still be financially viable.

Thank you for your help in clarifying some of these issues.

Sincerely,

Susan Watson

From: susanejwatson@
Sent: October 13, 2016 11:42 AM
To: Stacey Laughlin
Cc: Todd Salter; Dan Gibson; Bob Bell; Andy VanHellemond; James Gordon; June Hofland; Phil Allt; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Karl Wettstein; Mark MacKinnon; Mayors Office; Clerks; melissa dean; Glynis Logue
Subject: OMB questions relating to 75 Dublin

Dear Ms.Laughlin:

The issue of a potential OMB appeal of the development at 75 Dublin was raised at the September 12th planning meeting.

Given the highly unusual nature of the process currently under way, I have a couple of questions as to how an OMB appeal by the community in this matter would play out.

1) As I understand it, the matter coming forward to Council on Monday is a "City-initiated" Official Plan Amendment under the umbrella of Amendments to the Downtown Zoning By-Law.

If the 75 Dublin development is appealed to the OMB, does this mean that it will hold up and delay implementation of the whole Downtown Zoning By-Law, not just the development at 75 Dublin itself?

2) Since the Official Plan Amendment being sought is "City-initiated", what is the role of the developer? Is the developer now exempted from paying the usual application fee for an Official Plan Amendment? What would that fee normally be?

If the matter is appealed to the OMB, would it in fact be a case of the community taking the City to the OMB and not the developer? Have risks associated with an OMB appeal essentially been transferred from the developer to citizens/taxpayers under the current scenario?

3) Am I correct in assuming the following: Given the timelines demanded by the Affordable Housing funding grant, any OMB appeal would kill the opportunity to access this grant? However, if the City has given approval for 5 storeys, 3 meter setbacks and reduced parking, an OMB hearing could still move forward and the developer could simply build 37 market rent units under this model with no affordable component at all?

4) At the meeting on September 12th, Ms. Clos suggested that as there was "a" public meeting under way, it should be considered as "the" public meeting for 75 Dublin. If Council had conceded to this particular scenario, am I correct in understanding that the community would have had no recourse to the OMB as they would not have had the opportunity to provide the prior input required by the OMB to file an appeal?

Thank you for your assistance in broadening everyone's understanding of the current process.

Sincerely,
Susan Watson

From: susanejwatson@

Sent: October 14, 2016 9:53 AM

To: Dan Gibson; Bob Bell; James Gordon; June Hofland; Phil Allt; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Karl Wettstein; Mark MacKinnon; Mayors Office; Clerks; Andy VanHellemond; Todd Salter; Stacey Laughlin

Subject:

Mayor Guthrie and Members of Council:

I would like to put forward the following concerns about the proposed development at 75 Dublin St.

Parking:

Downtown Parking Pressures:

As someone who lives within the margin of the Downtown Secondary District, I can attest to the daily parking pressures present in the neighbourhoods bordering the downtown. Every morning, any vacant parking spots on my street fill up with the cars of downtown workers who are availing themselves of free parking within walking distance of the downtown. Accommodating moving trucks, or any kind of oversize contractor vehicles, or vehicles with trailers requires creative advance planning.

Moreover these historic neighbourhoods contain many secondary rental units. In the case of my own home, because of the age of the building, we have a legal, non-conforming rental unit. What this means is that we are legally able to rent to a tenant without offering on-site parking. From discussions held at a recent neighbourhood meeting regarding 75 Dublin, it is clear that there are many such legal non-conforming rental units in close proximity to the proposed development. Tenants in these existing apartments make use of whatever street parking they can find to park their vehicles.

Car use assumptions around 75 Dublin tenants:

It seems to me that the request to only provide parking for 5 out of 20 of the affordable rental units proposed for this development is based on the assumption of a low-likelihood of car ownership by the tenants of these units. I'm not sure that this assumption is upheld by the facts and it merits close examination by City staff. If the units in question were social housing, ie: rent-geared-to-income for seniors receiving the Old Age Supplement, I think it would be fair to assume a low rate of car ownership for seniors with annual incomes below \$20,000 per year.

It is not clear at this point that access to the subsidized units will be limited to seniors of a certain income level, or even a level that would be likely to preclude car ownership. While certain units may not come with a parking space, there is nothing that prevents car ownership on the part of tenants of these 15 units. Not providing on-site

parking for 15 of the units presents the very real possibility that another 15 cars could be competing for on-street parking in an already very congested area.

Visitor Parking:

The developer of 75 Dublin is also requesting an exemption from a required minimum of 3 visitor parking spaces. The planning consultant, Astrid Clos pointed out that there is parking available in front of the building. She is correct that there is a lay-by directly in front of the 75 Dublin property, however, closer examination of the signage would reveal that this lay-by only allows for 5-minute parking between the hours of 8 am and 4:30 pm. This lay-by is the key drop-off location for children who are being driven to school and it is highly congested directly before and after school hours.

Given the additional daytime parking pressures exerted by downtown workers and street parking currently used by existing tenants in the area, it is essential that any development on this site provide the required visitor parking. In addition to normally expected social visits, moving trucks and contractors, a senior population is also more likely to have visits from CCAC Personal Support Workers, perhaps several times a week.

Bicycle parking:

A requirement for bicycle parking is a progressive new feature of the Downtown By-law Zoning Amendment. It should not be cast aside in one of the very first developments to come forward under the new zoning.

Building Height:

The current maximum allowed under the new zoning By-law is 4 storeys. This firm maximum is appropriate in the areas on the margin of the downtown where historic neighbourhoods begin. Again, it sets an extremely disturbing precedent if the very first development to come forward under the new zoning simply casts aside this set limit. If an exemption is made for this developer, then proponents of other projects in the margin areas will feel entitled to ask for exactly the same exemptions, or more. The terms of the new By-law will be rendered meaningless.

In general, the Downtown Secondary Plan has thoughtfully directed the most intensive high-rise development in the downtown to the edge of the historic core in the topographically lowest areas (ie: along Wellington Street). The 75 Dublin location sits on one of the most topographically prominent pieces of real estate in the whole City. Given the location, any additions to the height of the building are disproportionately magnified.

Unfortunately, the request made by Ms. Clos to Council for height bonusing related to the affordable housing aspect of the development was misleading. Mr. Salter stated at the September 12th meeting that the developer and the consultant have been clearly told that

the bonusing policy only applies to 8-10-12 story buildings in the downtown core, not to 4 story buildings on the margins.

Set-backs:

The developer is requesting a reduction in set-backs from the required 10 meters to 3 meters. This requested set-back reduction has implications for the massing of the building, the impact on adjoining properties and on-site parking and storage.

Building massing:

The combination of an additional story, combined with reduced set-backs of 7 meters on at least two sides of the building will add significantly to its massing. While I recognize that this is a key advantage in increasing the number of units the structure can accommodate and therefore the financial viability of the project, it will also increase the visual impact and presence of this development on the street, in the neighbourhood and at the summit of one of the most iconic viewscales in the City. While intensification in areas adjacent to the downtown is desirable, I believe the massing of the proposed project as a result of increased height and reduced setbacks will result in a building which is out of character with the surrounding neighbourhood and which will overwhelm adjacent buildings.

Impact on adjoining properties:

Many residents in the neighbourhood have not been aware of the process over the past two years to bring forward amendments to the zoning of the Downtown Secondary Plan which will impact their neighbourhood. I recognize that the City has followed all the required Planning Act protocols for advertising and circulating opportunities for input. It's a reality that most citizens do not have the time or specialized knowledge to engage in these very technical processes.

Notwithstanding, a number of neighbours are surprised and dismayed that even 4 stories could be legally allowed on this site. Minimum set-backs are an important part of this new By-law as they help to prevent increased intensification from overwhelming adjoining properties. Again, I think it is a very disturbing precedent if the first development to come forward under the new By-law amendments is granted exemptions from these important requirements. It sets the stage for all new development in these border areas to demand similar exemptions. I will restate that, in my view, this renders development guidelines which have been painstakingly hammered out over a two-year period essentially meaningless.

In the case of the school, reduced setbacks will aggravate the shading impact of the building on the school yard and solar panels on the roof.

Street set-backs:

I am not clear that the architect's renderings are to scale and clearly represent the position of the building on the street. The surrounding neighbourhood streetscape is characterized by enormous set-backs. In terms of safety issues, Staff needs to ensure adequate sight-lines at the corner are fully maintained. Traffic sight-lines are already compromised at this intersection because of the extremely steep hills on three sides.

Parking and storage:

The proposal as currently put forward is short 18 parking spaces currently required under the new By-law. The required 10 meter set-backs would allow for surface parking not accommodated underground. Moreover, 37 units with blue, green and grey bins will result in 111 bins requiring storage. What are the current plans to accommodate this volume of bins?

Waste pick-up:

I think Staff and Council need to consider extremely carefully how waste pick-up is going to occur at this site. 37 units in the proposed development will require up to 111 bins. Once a week, up to 74 bins could be placed at the curb for pick-up. (The combination of weekly green bin pick-up and either the blue or grey bin).

Where will these bins be placed on this corner lot?

Placement of the bins in front of the parking lay-by where students are dropped off and picked up presents some serious concerns for student safety. A wall of 74 bins may prevent students from safely exiting their parents' cars on the curb side. If students are forced to exit on the roadway side of the car, this presents a serious safety issue.

74 bins along Dublin St. will also result in decreased visibility of the elementary students at the curb, many of whom will be shorter than the bins themselves. The wall of bins at the corner may also limit traffic visibility for drivers at the intersection, whether they are placed on Dublin St. or Cork St.

Bin placement along Cork St. will also be very problematic as the hill drops off quickly from the summit. Bins placed along this frontage may be at risk of toppling over and triggering a domino effect down the hill.

Challenges related to waste pick-up on this site are directly related to significant intensification on a very small footprint and demand careful forethought in order to avoid precipitating serious safety issues.

Heritage impact:

A Heritage Impact Study is not yet available for the proposed development. This development is proposed on one of the most iconic views in our City, next to a National Heritage Site, the Church of Our Lady. The surrounding historic neighbourhood is characterized by sweeping lawns with massive set-backs. There needs to be careful consideration of the visual impact of this development on both the City viewscape and surrounding neighbourhood in terms of building massing and design.

Engineering concerns:

Concerns were raised at a neighbourhood community meeting about potential structural impacts on adjoining buildings from excavating on the proposed site. Some neighbours experienced window and wall cracks when Dublin St. was resurfaced. Are there increased risks associated with earth-moving on top of hills in contrast to flatter areas? It is my understanding that one of the reasons the Church decided to sell the tennis court property was that the maintenance related to surrounding retaining walls was simply too expensive. Community members and in particular, adjacent neighbours will want to be assured that any engineering challenges associated with this particular site have been properly anticipated and studied.

Communication with the neighbourhood:

Guelph has a track record of some tremendously successful collaborations between developers and the neighbourhoods in which their buildings are situated. Probably the best example is the Metalworks development on the Wood's site.

It is extremely regrettable that in this situation, a lack of communication and by-passing of normal planning processes has created suspicion, distrust and opposition in the neighbourhood.

The challenges of intensive development on this very small site should have indicated a need for engagement of the neighbourhood at the earliest stage possible. If an application for the Affordable Housing Grant went to the County sometime in the spring, given the anticipated tight timelines, this would have been the moment to initiate conversations with the neighbourhood.

Instead, the proposal made by Ms. Clos at the September 12th Council meeting that the Public Meeting that day be designated as the Public Meeting for this site, even though no community members were present and no one had been alerted that her proposed motion was coming forward, demonstrated a profound disrespect for democratic process and community engagement.

As far as I know, since September 12th, there have been no public or formal overtures whatsoever from the developer or the consultant to engage with the neighbourhood around this proposal, in the form of open houses, community meetings or “meet and greets.”

That the community is now upset should be no surprise to anyone.

Sincerely,

Susan Watson

2016 October 13

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

Attention: Mayor Guthrie, Members of Council and City Clerk's Office

Re: 75 Dublin Street North

We are writing to you to express concern regarding the development at 75 Dublin Street North.

As property owners in this neighbourhood, we are asking you to follow due process, procedures and protocol in reviewing and approving this development. Somehow this developer was able to circumvent the process and 'jump the que' – and the optics are not good – you are setting a serious precedent with developers if you continue to entertain this blatant disregard for process.

This developer has been given preferential treatment by Council – using 'affordable housing' as the carrot to get what he wants. We are owners of property who have had to jump through all the hoops for variances, applications, etc., along with thousands of others who have had to follow process – this developer should not be allowed to skip to the front of the line – just because of a promise of affordable housing funding. For this project, the calculation for affordable housing is market value less 20%. To most people, the idea of affordable housing is considerably less. This is hardly the definition of affordable housing

With the soon-to-be approved downtown secondary plan allowing a 4 storey building with 10m setbacks and appropriate tenant/visitor parking, we are asking for council to **at least** stick to what has been approved for this property and demand that the developer follow proper process, even if it takes more time and jeopardizes the government funding.

The neighbourhood will be impacted by this proposed development. Parking is already a serious issue and the thought that these 37 units would not each have a parking space, only pushes more cars out on the streets vying for limited spots.

This land is unique and distinct – it deserves appropriate process and **public input** (many residents did not receive any notification of this development). It should not be rushed through without all the necessary steps to make sure it is an appropriate fit for such an important spot in our downtown.

I look forward to attending the public meeting on October 17th

Thank you

Jarrett Swantek
Shane Swantek
Bonnie Swantek

Alan Heisey

From: Alan Heisey
Sent: Thursday, October 6, 2016 3:22 PM
To: 'Jennifer Passy'
Cc: Bob Dragicevic
Subject: 75 Dublin Street North - City of Guelph - OP1603 and ZC1612

I have been retained to act for the Upper Grand District School Board in relation to the Central Public School which has existed on the adjacent site to the north of 75 Dublin Street since 1876.

We are in the preliminary stages of our review.

Shadow is of serious concern to our client given the impacts demonstrated on the shadow drawings provided to date on both the school yard and the photovoltaic panels on the roof of the school.

Further to Ms. Passy's email to you of September 21 I am writing to request the following additional information in relation to the shadow.

1. The buildings modelled are 4 and 5 stories. What is the actual height in metres of the buildings modelled both above grade and the geodetic height of the buildings?
2. Does the shadow drawing include a mechanical penthouse? If one is proposed could you advise its height and location of the mechanical penthouse? We would request revised shadow drawings that include a mechanical penthouse in the location and of the height proposed.
3. The modelling purports to show the shadow for a 4 story building but does not include the required minimum setbacks in the City's new proposed bylaw and other minimum bylaw requirements. Has an as of right shadow been generated that includes in particular the 10 metre rear yard setback. Please provide same.
4. What time is used for the shadow drawings? i.e. Eastern Standard Time and /or depending on the time of year Daylight Savings Time.
5. We are concerned by the grades shown on the Functional Servicing Report. The elevations used do not seem to reflect the grade changes which our client estimates between 2.5 metres to 4 metres between the rear and side yard of 75 Dublin Street North and the school yard at Central Public School. Can you please advise where the grade elevations are taken from and whether the shadow drawings reflect the change in grade in the school yard to the north where the topography falls off? A significant change in grade if unaccounted for could extend the shadows further onto the school property.
6. We would request shadow drawings showing 30 minute intervals starting at 700 am for both EST and DST on a larger scale that would enable us to assess the impact on the school yard and photovoltaic cells. We would request the revised shadow drawings address the concerns raised above for both an as of right scenario complying with all minimum setbacks and the proposed development.

Other areas raise concern.

1. The proposed zoning bylaw proposes a minimum FSI of .6 but no maximum FSI. What is the FSI of the proposed building?
2. Has the applicant prepared elevations and drawings showing the proposed building from all 4 sides. Would you please provide same so we can review the character of the building in relation to the adjacent neighbourhood and school?
3. Are there any balconies or main room windows proposed in the northerly face of the building adjacent to the school?
4. The planning report indicates that a heritage impact assessment was to have been completed? If so please provide a copy of the assessment and a copy of the building elevations, materials façade etc details provided to the heritage planner or architect in preparing their opinion.

Given the limited amount of time available before the public meeting we would ask that this information be provided by the end of next week.

A. Milliken Heisey Q.C.
Papazian | Heisey | Myers, Barristers & Solicitors
Standard Life Centre, Suite 510, 121 King St. W., P.O. Box 105, Toronto, ON M5H 3T9
Direct: 416 601 2702 | F: 416 601 1818

[Website](#) | [Bio](#)

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October 12, 2016

Via email: mayor@guelph.ca

His Worship Mayor Cam Guthrie
and Members of Council
City of Guelph
Guelph City Hall
1 Carden Street
Guelph, Ontario
N1H 3A1

Your Worship and Members of Council

Re: 75 Dublin Street North
Re: Downtown Zoning Bylaw Amendment and Applications OP1603 and ZC1612
Re: City of Guelph Council Meeting October 17, 2016

Please be advised that we have been retained by the Upper Grand District School Board with respect to the above referenced development proposal and proposed planning instruments.

Our client owns and operates the Central Public School, located at 97 Dublin Street North immediately to the north of the above referenced property. Central PS has approximately 200 JK-Grade 6 students enrolled and 18 full time equivalent staff.

Central Public School is one of the oldest school sites in the City of Guelph and a public school has operated on the same site for approximately 140 years. The current school building was constructed in 1968 to replace the original structure. Central PS is the only operating school remaining in Guelph's downtown.

The School Board has serious concerns with this development proposal and the Downtown Zoning Bylaw Amendment as it affects this property and has insufficient information from the development application as currently filed to support it. The School Board met with City Planning and the developer on September 12 to discuss the development proposal but many serious issues remain outstanding.

The School Board's preliminary concerns are as follows:

Shadow

As a starting point, our client is concerned that the shadow drawings provided by the Applicant may not reflect the significant elevation difference between the first floor of the proposed building and the Central PS playground to the east of the school building. If the elevation difference has not been accounted for the actual shadows cast on the school may be considerably worse than those shown on the shadow drawings provided by the Applicant. Our comments below are subject to further information being provided by the Applicant.

The shadows shown on the drawings provided by the Applicant demonstrate significant shadowing on the school yard to the east of the school building during late fall/winter. Unlike most other uses, outdoor school yards are used for school programming year round during the school day which can start as early as 7:30 am. Our client believes natural sunlight on the playground is beneficial and necessary to an outdoor play environment for children, particularly during the winter.

Further, Classrooms are located with windows facing both the westerly and easterly sides of the building, and lie within the areas of the building shown in shadow. We are unclear of the impact of reduced indirect light on class room windows on the easterly and westerly façades of Central PS.

Finally, photovoltaic cells are located on the roof top of Central PS and provide green energy into the City's electrical distribution system, and revenue to the School Board on a monthly basis. The shadow drawings provided by the Applicant show shadow from the proposed building falling on the school roof which will result in a loss of revenue to the School Board due to reduced electricity generation.

Inadequate Setbacks

Our preliminary review of this development application suggests that a large part of the shadow cast in the school playground during the winter months emanates from the proposed reduction in the required rear yard setback for this development from 10 metres to only 3 metres. It may be that better conformity to the rear yard setback standard would reduce the shadow impacts on the school playground.

The northerly side yard setback of 3 metres from the school southerly property boundary with the massing and height proposed is also problematic. The outdoor play area for Full Day Kindergarten (JK/SK) students is located adjacent between the westerly building face and the street line. This area is immediately adjacent to the northwest corner of the proposed building.

Parking

The School Board is concerned with the failure to provide any on-site guest parking for the proposed development and the proposal to significantly reduce the required on-site parking for residents.

It is the Board's understanding that there is currently a problem with people who work in the downtown but park on streets in the surrounding area. This overflow parking takes up already limited on-street parking surrounding the school and subject property.

There are 17 on-site parking spaces at Central. The school community relies heavily on the existing Dublin Street North layby on the east side of Dublin Street North, immediately in front of 75 Dublin Street North, for parent drop-off and pick-up. This "kiss-n-ride" is designated by the City for the use of the school community during school hours. The parking layby is also used by parents/guardians who attend at the school during the school day for interviews and is used by the school community for special school occasions during the evening.

Suggested Amendments and Need for More Information

Prior to further consideration by Council of this application, the School Board would request the following:

1. That any height limit for this property be expressed in the planning instruments in an absolute number based on geodetic elevation datum, not in stories. The height of a residential storey can vary enormously with ceiling height. The proximity of the Central Public School and its playground together with the Basilica of Our Lady Immaculate, a National Historic site, being located right across the street suggests a more defined building envelope is required to ensure that the impact of the proposed building is understood and controlled. Any height limit should include mechanical penthouses and partially or wholly above ground parking facilities.
2. Our concern in terms of the building's ultimate massing is underscored by the Applicant proposing a minimum FSI for the proposed building of 0.60 but no maximum FSI. Given the sensitivity of this site being adjacent to an elementary school and nationally significant heritage building, an acceptable maximum FSI should be provided by the Applicant and enshrined in the site specific OPA and ZBA, if adopted.
3. That the planning instruments should provide that no balconies or main room windows be permitted on the northerly face of the building, overlooking the school site.
4. To reduce conflicts between school drop-off/pick-up and resident visitor parking demands, in the Dublin Street North layby, the school board would request that it be a condition of any approval and a policy in the OPA and ZBA that the main entrance to any proposed development should be located on Cork Street West.
5. New shadow drawings need to be provided that address the matters raised in my email to the Applicant's planner of October 6, 2016 which is attached to this letter. Specifically, the Applicant should be required inter alia to provide shadow drawings for the building envelope permitted by the proposed Downtown Zoning Bylaw including both height and minimum required building setbacks.

The lack of necessary information is underscored by what appears to be an incomplete application. As of the writing of this letter, four days before the public meeting to consider these applications, the Applicant has failed to provide a traffic impact study, full elevation drawings for all facades, and a Heritage Impact Assessment.

The absence of this information leads to the question whether the applications before Council comply with section 9.3 of the Official Plan Pre-Consultation and Complete Application requirements.

Although the School Board is fully supportive of the need for more affordable housing there is insufficient information available at this time to support this development application.

Comments concerning the Downtown Zoning Bylaw

Consideration needs to be given to expanding the 45 degree plane required for new Downtown Zones abutting R1, R2 or R3 zones to include sensitive Institutional uses like the Central Public School.

Given the significant elevation difference on Dublin Street North with lands to the east, a lower height limit, expressed in geodetic elevation datum for properties fronting on Dublin Street North needs to be considered in the Downtown Zoning Bylaw, other than the imprecise 4 stories permitted in the Official Plan. An Official Plan is not a guarantee of development and an application may or may not be able to implement the full potential of the permissions in the Official Plan. The height limit in the vicinity of the Central Public School and the Basilica of Our Lady Immaculate should also include mechanical penthouses.

We would also recommend Council institute a maximum FSI in the Downtown Zoning Bylaw as well.

Please acknowledge receipt of this letter in writing.

Please provide the author with notice of the passing of the Downtown Zoning Bylaw or any part of it, notice of passing of any zoning bylaw amendment pursuant to application ZC1612 and notice of adoption of any official plan amendment application pursuant to application OP1603.

Yours very truly,



A. Milliken Heisey, Q.C.
AMH/cmb

Attachment

cc: Upper Grand District School Board
Clerk of the City of Guelph
Linda Bussuttil Trustee
Susan Moziar Trustee
Councillor Phil Allt Ward 3
Councillor June Hofland Ward 3
clerk@guelph.ca

Oct. 11, 2016

To Whom It May Concern

RE: Proposed Apt Complex on Dublin St

RECEIVED

OCT 13 2016

CITY CLERK'S OFFICE

I am writing this letter to inform council that I do not agree with the proposed apt building on Dublin Street. I cannot believe it has even got this far as it defies so many of the existing rules our city has in place. I resent the fast tracking of this developer's proposal by by-passing city procedural rules, would I be given such approval? Once this precedent is set you have opened the flood gates which other developers especially, will be able to use.

There are several big issues here

1. Height – Zoning says 4 storeys

Views of church, and from school ground and homes will be affected.

2. Boundaries – There is to be 10 meters this proposal allows 3. Quite a difference. Our children in their school playground should not have to feel boxed in, nor should the dentist next door. This does not allow for the extra parking required. What a joke that was.

3. PARKING – This is my biggest concern

Where is the one parking spot per unit???

Downtown parking is a big issue and there is presently a city team working on this problem. Have they been asked for their input? Does building not look at parking? Seniors will all need parking for their vehicles as it is too difficult a walk up and down hills. Think Winter. There are no reasonable priced grocery stores available so transportation is needed. Many seniors often have helpers {health issues, food} or family visiting on regular basis to help. Where will they park? The neighbourhood needs all its available parking. Don't allow a building which will add to this.

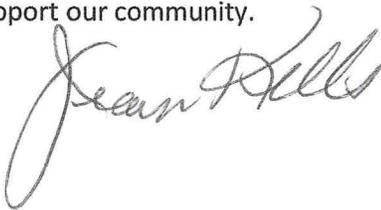
4. Affordable senior housing is an issue here in Guelph but this location is not the answer. I am a senior who would not be interested in this building because as I get older I have no walkable amenities. e.g. grocery stores, hardware stores, gym/pool, senior centre

I have contacted both my ward councilor and Lloyd Longfield and they know my feelings about this issue. I ask all of you to think seriously about allowing a developer bully his way to getting what he wants even though it contravenes 3 of the city rules/plan, is not really suitable for seniors and at the expense of a beautiful neighbourhood who are already in need of more parking not less.

Please support our community.

Jean Kells

Dublin St



From: Catherine Killen

Sent: October 13, 2016 9:19 AM

To: Dan Gibson; Bob Bell; andyvanhellemond@guelph.ca; James Gordon; June Hofland; Phil Allt; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Karl Wettstein; Mark MacKinnon; Mayors Office; Clerks

Subject: Fwd: 75 Dublin Street North

Dear Councillors,

I would like to highlight my sincere hope that the land at **75 Dublin North** become green space for the current residents of the neighbourhood, the future residents that will come to the downtown as a result of higher density residential planning, and for the children of landlocked Central Public School.

This is a real opportunity to enrich the lives of the kids at the school who currently have no green grass playing fields. There are not many concrete dominated play yards at Guelph schools. This is an opportunity to make a positive change for now and for future generations.

Additional comments are included below in my initial email to the city planner, Stacey Laughlin.

----- Forwarded message -----

From: Catherine Killen

Date: 11 October 2016 at 20:50

Subject: 75 Dublin Street North

To: stacey.laughlin@guelph.ca

Ms. Laughlin,

I have 5 areas of concern that I wish to raise about the development proposed at **75 Dublin Street North** and specifically, the bylaw amendments that are being requested by the developer.

1. Iconic view of "Catholic Hill". The vista of the Basilica of the Church of our Lady Immaculate is inarguably the most iconic vista of the City of Guelph. So much so that building higher than the church has long been prohibited in the city. Placing a tall apartment building atop this iconic hill will inevitably interfere with the view that has long been an icon, and beautiful view of our city. Any building on this hill needs to be done tastefully and with due care to preserve this vista. A large 5 story building is not in keeping with the look and feel of our iconic hill.

2. Opportunity to provide much needed green space. Before this parcel of land is given over to development, I urge the City to seriously consider preserving this parcel of land as a green space for the use of the community and for the use of the children of Central

School and, potentially, St. John Bosco. As you might be aware, Central's roughly 200 students do not have any grass playing areas. Most other schools in Guelph enjoy sports fields to enhance their school curricula and outdoor recreational time. As a land locked school, this parcel of land is a rare opportunity to provide a real lasting benefit to this community. As Guelph works to increase residential density in the downtown core, this piece of green space will serve to further meet future growth vs. green space requirements in the downtown area.

3. Parking in this neighbourhood is very limited. As the city is well aware, streets in this area are heavily used for parking by residents and by people who are working in the downtown area. A request to reduce the required number of parking spaces for a new residential building is unacceptable and would place additional stress on the surrounding streets. When cars are parked on the street, the street becomes, in effect, a one way street leading to driving frustration in the neighbourhood.

4. Increased traffic at the corner of Dublin and Cork. This corner has very challenging sight lines due to the steep incline of both Dublin and Cork streets. Inserting additional traffic, turning, stopping and pedestrian congestion to this corner is not safe.

5. Encroachment on school. The building will detract from the already limited school yard in at least three ways:

5a. the placement of the structure to the south of the school yard will cause significant shading of the school yard throughout the year. depriving the children of sunlight is a concern for their health and well being.

5b. residential units will likely overlook the school yard invading the privacy and security of the children at play.

5c. allowing a decrease in set-back will result in crowding of the schoolyard and a lack of any outdoor space for residents of the proposed building.

Finally, while I understand that Guelph needs to increase residential units, and in particular affordable senior's units, in the downtown area, I submit that this site, at the top of a steep hill, situated in a neighbourhood already experiencing parking stresses, beside a small, landlocked school, beside the most iconic building in Guelph is not suited to the proposed building.

I urge city staff to recommend against this development and in particular the bylaw adjustments that are being requested.

Catherine Killen

From: lynne Knox

Sent: October 12, 2016 10:42 PM

To: Clerks

Cc: Mayors Office; Dan Gibson; Bob Bell; James Gordon; Phil Allt; June Hofland; Mike Salisbury; christine.billings@guelp.ca; leanne.piper@guelp.ca; cathy.downer@guelp.ca; mark.mackinnon@guelp.ca; karl.wettstein@guelp.ca; Andy VanHellemond

Subject: Proposed building on 75 Dublin street north

I received a notice from city hall regarding a proposed 37 unit apartment building, to be erected on a site at 75 Dublin street north. The first issue I have, is that the area is to be rezoned from I.1 to D2. I was not made aware of any meeting on or about this change. Secondly the proposal wants to create a specialized rezoning of proposed change to the D2 proposal before it has passed, to D.2.9 If this modified zone goes through, does this mean that the D2 zoning is no longer in effect? Does this now mean that these types of structures can be built in any part of the new designated zone?

This is an old established neighbourhood which is zoned appropriately as residential.

The size of this proposed structure will cause severe traffic problems at the four corners of Cork street and Dublin street, which is dangerous enough as it is, due to visibility problems, as you approach the summit of both Cork and Dublin streets.

As it is, at present, there is considerable problems with traffic in this area and only gets worse when the children are going and coming from school. It is a very congested area at the best of times. If this building goes ahead, it will only make things far worse.

Where will all the other people, tenants and visitors, park their cars if there is not enough parking available, at this proposed building. They will be forced to park on the surrounding streets. This will only cause more problems, as parking in this neighbourhood is already at a premium. Where will they park during the winter months as it is even more of an issue due to the treacherous conditions.

The physical size of the structure will severely impact the amount of daylight allowed over Central public school. Have sight lines been done?

The reduction of the current setback from 10 metres to 3 metres means that the structure will be smack dab right next to the school and the adjacent properties. Once again, does this mean that this will be the new norm?

This proposed structure will only be a blight to the surrounding areas.

I understand that there is a time constraint on the developer getting the three million tax dollars funding from the government. Is this why the rules are being specifically revised?

I would like to speak to the city council regarding these issues.

Sincerely

Albert Knox

To: Guelph Mayor and Council

From: Marvin Stemeroff and Shawna Geer

Date: October 13, 2016

RE: New Development at Corner of Dublin and Cork Streets

It came to our attention this week that a proposed new development is seeking a "fast-track" approval process for the site at NE corner of Dublin and Cork streets, formerly the Church of Our Lady tennis courts. We understand that this proposed development is intended for "affordable" seniors housing comprised of 37 units, which in principle is a socially responsible thing to do.

However, we have some concerns about this undertaking that require attention and consideration by council before proceeding:

1. Going through your website we understand that there are a myriad of planning studies in the downtown area that might include this development site all of which have yet to be finalized and approved by Council. All the while, Council has recently approved to "fast-track" the process for this particular development given the short timeline and circumstances for the developer to capture government co-funding. We also understand that the City has a published process for proposed development reviews and public engagement before making a final decision of this nature.

Questions:

- a) Are we correct in understanding that Council is by-passing its own process for this undertaking?
 - b) If yes, are you sure the benefit of doing so clearly and unequivocally out-ways the social cost of circumventing your published process?
 - The public (like yourselves) is caught off guard by this development request.
 - Limiting proper public engagement is a concern to us all.
 - c) What guarantees are you securing from the developer that the units will be sold to deserving seniors in need of "affordable" housing? Moreover, do you have a definition of what is "affordable housing" and whether this project meets that definition?
2. Based on the very limited information and description of the development, we understand that there will be 37 units with parking for only twenty four (24) vehicles, with a proposed variance for reduced setbacks. There is no allowance for visitor parking. This also being a neighbourhood

already plagued with narrow streets, limited and crowded on-street parking, which in winter months has poor road and sidewalk conditions for cars and pedestrians at the best of times.

Questions:

- a) Is this the best site location for this development, when the intended residents (seniors) will be less able-bodied and therefore less capable to navigate the steep streets in all seasons?
 - b) Does the lack of parking for all residents preclude or prejudice choice for some otherwise deserving seniors?
 - c) Where will the remainder of residents, visitors, and delivery vehicles park when the City has failed to complete a parking review study for the entire downtown core area? How will this development under these circumstances impact parking and local area residents?
3. It is not clear what the construction design will be and how construction might proceed in the area which is already tight for parking, dropping off students, and/or safety related to the movement of traffic.

Questions:

- a) What will the building be constructed of and will its design and materials be in keeping with the nature of the neighbourhood?
- b) Do we know what the construction related issues and challenges will be? What mitigation strategies will the City and developer put in place to address these issues?

To sum up, it appears to us that although the project is worthy to do there has been insufficient formal community engagement and there appears to be many unanswered questions. Therefore, we urge the Council to follow its prescribed planning process since it was put in place for sound reasons.

Thursday, October 13, 2016

Dear Mayor and Members of Council,

As a resident living in the immediate vicinity of the proposed development I wish to express my very strong objection to the proposal submitted to the City of Guelph on behalf of developer T. Lammer to undertake Official Plan and Zoning Bylaw amendments for 75 Dublin Street North to allow the development of 5 story, 37 unit apartment complex. This proposal has generated a range of objections from fellow residents related to its location, the proposed height and configuration of the building, the safety of children in the adjacent school, difficulties in access to the building by tenants and its significant negative impacts on local traffic and parking. In addition concern is expressed regarding the circumstances under which the application is proceeding. Whilst I concur wholeheartedly with this broad range of serious public concerns, my written submission focuses on the negative impact of the proposed development on local traffic and parking.

Context

Although much higher density residential development can be appropriate along major roads or high use transit routes in urban areas, this proposal involves a site which is neither. It is located at the intersection of two streets on the boundary of an older single detached residential area (Zoned R.1B) possessing a grid pattern of somewhat narrow streets (average 6.5m) with the adjacent downtown area presently zoned I.1 (Institutional) and which the City plans to zone D.2 Downtown. The developer is requesting a revision to the Draft Downtown Zoning Amendment to create a "specialized "D2-9 zone to permit even greater residential intensification of the site (by approximately 24% in units) together with a 35% reduction in on-site parking to service site residents and visitors. The site is located at the summit of a significant hill that dominates the City and whose approach roads have grades up to 8% (Cork Street). The roads in the residential area are two lane (approximately 6.5m wide), reduced to one lane (4.5m) by the parking allowed on the one side of many of the streets. Significant pressure on on-street parking already exists from workers in and visitors to the downtown area during regular and weekend working hours and residents at evenings and weekends.

Parking

Issue: The developer calls for a reduction in provision of parking units and an increase in the number of residential units, which will add to the burden already faced by residents on adjacent streets

FACTS

The Draft Downtown Zoning By-Law requires one parking space per dwelling unit plus visitor parking spaces for the building. The proposed revision to the Downtown Zoning By-Law (D.2.9) increases the size of the building from 4 to 5 floors with a total of 37 dwelling units and allows for only 24 spots for the 37 dwelling units with no provision for visitor parking. The spaces available in front of the building are for school drop-off and pick-up only and limited to a maximum of five minutes between 8:30 am and 4:30 pm with no parking at night. Any visitor parking would have to

be on adjacent streets, which are already heavily congested. Many of the adjacent streets do not permit parking during the daytime, and some limit parking between May and October.

POINT: Visitors to the proposed site, delivery trucks, service/ medical personnel and moving trucks would have extremely limited parking available. Existing neighbourhood residents would face increased competition for neighbourhood on-street parking.

Impact on Traffic

Traffic issues within the area of the proposal are not well known -except by its residents. According to the City, the intersection of Norfolk St and Cork St was traffic surveyed in 2015 and the school zone on Dublin St just south of Paisley was surveyed in 2016. However, the City charges \$102 (plus tax) for the results of each survey and hence the results are not readily available to ordinary members of the community. According to the City, no other data is available on traffic movement within the site area. Further, as noted above, many roads in the area are "narrowed" by vehicles parked on-street in accordance with existing parking regulations and these regulations become seasonally more restrictive.

POINT: Any serious consideration of the proposal requires detailed information on the current traffic situation in the area and how the proposal will impact it. The facts presented here indicate that the development would likely have a negative impact on both traffic flows and parking in the neighbourhood but the lack of adequate data precludes any proper evaluation at this time. Any decision should be postponed until such reliable data becomes available.

Nature of the Roads and Sidewalks

All of the roads in the vicinity of the proposed development (Dublin, Cork, Cambridge and Durham) are narrow and extremely steep limiting both traffic and pedestrian movement. Road sections can become treacherously icy in the Winter as can the sidewalks. Although a consultant has described the location as "walkable" to downtown, it is clear that vehicles using the neighbourhood and pedestrians - especially elderly or infirm - would face challenges living on the site.

In short, I urge the City to deny the proposed Official Plan Amendment until such time as information is available to properly evaluate its impacts upon the neighbourhood.

Yours Truly

Susan Douglas

Susan Douglas Ph.D.

From: Paul Hettinga

Sent: October 13, 2016 7:54 PM

To: Mayors Office; Dan Gibson; Bob Bell; James Gordon; Andy VanHellemond; Phil Allt; June Hofland; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Mark MacKinnon; Karl Wettstein; Clerks

Subject: 75 Dublin St

Dear Mayor and Councillors

I am writing to express my concern over the proposed development at 75 Dublin St. While i understand that development on this site is inevitable and that multi unit residential meets intensification objectives, I believe that the current plan is receiving exemptions that are not only disturbing as a precedent but will cause irreversible damage to a quiet residential area. Furthermore this area is currently suffering from a parking crisis and it is therefore essential that guidelines for parking requirements and setbacks be adhered to. This would reasonably limit the number of units.

It is my understanding that these exemptions are being permitted in order to expedite the process to adhere to deadlines with regards to grant money for affordable housing units. I believe that to be a noble objective however that end does not justify the means.

Please feel free to contact me for any further discussion and I will see you Monday.

Sincerely

Paul Hettinga

Guelph & Wellington Task Force for Poverty Elimination
160 Chancellors Way
Guelph ON N1E 0E1

RE: City-initiated Official Plan Amendment (OP1603) Proposed revision to the Downtown Zoning By-law Amendment (ZC1612) as it pertains to 75 Dublin Street North

Dear Mayor Guthrie and Council

The Guelph & Wellington Task Force for Poverty Elimination recognizes that affordable housing is a critical priority for our community and believes that everyone should be able to find and maintain an appropriate, safe and affordable place to call home.¹ Meeting this outcome requires the all levels of government, including the City of Guelph, exercise the tools they have to facilitate and support the development and maintenance of affordable housing. It is recognized that, at times, this may require governments to demonstrate flexibility and by-pass typical processes. The Poverty Task Force encourages City Council to consider the proposed revisions to the Draft Downtown Zoning By-law Amendment as it pertains to 75 Dublin Street North as a unique opportunity to support the development of affordable housing for seniors.

According to the most recently available data, 7% of seniors (65+) in Guelph live below the Low Income Measure after-tax.² Data also indicates that the number of seniors in Wellington County (including the City of Guelph) will more than double in the next 20 years. Further, research indicates that three Wards in the City of Guelph have a distinctly older population, including Ward 3, which includes the proposed site 75 Dublin Street N.³

The City of Guelph has done an valuable work in highlighting the needs of seniors and affordable housing through the City's Older Adult Strategy and the development of the City's Affordable Housing Strategy. The City recognizes that in Guelph seniors make up the largest portion of all one person households and that "many of these seniors are living on fixed income, and will require affordable

¹ Guelph & Wellington Task Force for Poverty Elimination (2014). *Strategic Plan: 2014 – 2017*. Guelph & Wellington Task Force for Poverty Elimination. Retrieved online: <http://www.gwpoverty.ca/wp-content/uploads/2014/01/2014-Strategic-Plan1.pdf>

² Statistics Canada (2013). *Guelph, CY, Ontario (Code 3523008) table. National Household Survey (NHS) Profile*. 2011 National Household Survey. Statistics Canada. Ottawa.

³ The Osborne Group (2012). *Older Adult Strategy for the City of Guelph*. Retrieved online: <http://guelph.ca/wp-content/uploads/OlderAdultStrategyReport.pdf>

housing options.”⁴ In addition, the City is aware that “the availability of appropriate, affordable housing in the city is essential to the ability of older adults to live and grow in Guelph.”⁵

The proposed site at 75 Dublin Street N. offers our community an opportunity to provide affordable housing for seniors. Demonstrating flexibility and offering fair consideration to the proposed revisions to the Draft Downtown Zoning By-law Amendment as it pertains to the site in question, allows the City of Guelph to play an important role in ensuring low-income seniors in our community have a place to call home.

Thank you,



Randalin Ellery

Coordinator, Guelph & Wellington Task Force for Poverty Elimination

⁴ City of Guelph (2015). *Affordable Housing Strategy: The Current State of Housing in the City of Guelph*. Retrieved online: http://guelph.ca/wp-content/uploads/100615_AHS_State_of_Housing_ATTACHMENT_2_FINAL.pdf

⁵ The Osborne Group (2012). *Older Adult Strategy for the City of Guelph*. Retrieved online: <http://guelph.ca/wp-content/uploads/OlderAdultStrategyReport.pdf>

From: Stefanie Clark
Sent: October 13, 2016 9:37 PM
To: Clerks
Subject: Seniors/Subsidized Housing Complex, 75 Dublin St. N. - Citizens Complaints

Citizens Complaints:

- 1) The reduced number of parking spaces and no visitor parking spaces will worsen the shortage of on-street parking in the proposed building's vicinity.
- 2) The proposed building is adjacent to an elementary school where increased congestion will threaten children's safety.
- 3) The proposed building is not suited to the heritage neighbourhood, impedes the view of the Basilica, and diminishes home values.
- 4) The building is located at the top of four steep hills which poses accessibility problems for some seniors.
- 5) The project includes affordable housing but it is not clear how affordable the units will be, possibly renting as high as 80% of market rent.

Due diligence cannot be fast-tracked, given the size and impact of this project.

We ask City Council to reject this proposal because it circumvents City Council procedural regulations and is in violation of the City's Official Plan, including its zoning bylaws. The building will have a negative impact on this heritage neighbourhood, Central Public School and the historic Basilica of Our Lady.

Sincerely,
Stefanie & Mitchell Clark

and Stella Campbell

From: Gabrielle Brankston
Sent: October 13, 2016 9:39 PM
To: Clerks
Subject: 75 Dublin

Dear Councillors,

I am writing this letter to urge you to reject the requested amendments to the official plan and draft downtown zoning by-laws for the project proposed at 75 Dublin St. North.

As you are aware, the proposed amendments would allow a 5 story building where only 4 stories are currently permitted, reduce vehicle and bicycle parking requirements for residents, remove the visitor parking requirement and remove the rear-yard setback requirement.

I am a parent of children attending Central Public School. My concerns about the proposed development include not only the safety of the children attending the school but also the impact on the surrounding neighbourhood. These concerns are itemized as follows:

1. Traffic congestion

The proposed development would greatly increase traffic congestion at the intersection of Dublin St. and Cork St. This is already a busy intersection and crossing safely is challenging during school drop off and pick up times. Despite the speed limit of 30km/h, drivers currently speed up the Dublin hill causing dangerous conditions for children walking to and from school. The addition of a 37-unit apartment building would only serve to worsen these traffic conditions.

2. Parking

Most of the residences in the area have only 1 parking space meaning that any additional vehicles and visitors must park on the street. In addition, many people park on the residential streets and walk downtown to work thereby occupying parking spaces for the entire day. The addition of a 37-unit apartment building with insufficient parking will cause further parking congestion on our downtown streets.

3. The children at Central Public School

The proposed development has major short- and long-term implications for the children at Central Public School. In the short term, noise pollution from the construction of a new building will have a negative impact on children playing and learning outdoors. Construction dust and contaminants have the potential to create or worsen health problems for the children (e.g., asthma).

The rear yard/playground at the school is already constrained by the lack of green space despite the heroic efforts of the school greening committee. Eliminating the rear setback allowance on a new building will result not only in shading this green space to the detriment of our children and trees, the new building being placed immediately adjacent to the school's 'peace garden' where many children go to play quietly or seek shelter from an overcrowded playground.

I love Central Public School. My children are very happy there. However, the proposed development has me seriously considering moving them to a different school.

While I am not opposed to affordable housing for seniors in the downtown core, I think the site at 75 Dublin is inappropriate for the proposed development. Seniors with potential mobility constraints will have to contend with hills in all directions leading to the building as well as the lack of amenities such as parking, green space, affordable groceries and accessible transit in the area.

I find it disheartening that the judgement of City Councillors, with respect to fast-tracking the amendments, has been clouded by the promise of federal infrastructure funds which will serve to profit only the developer. As a concerned parent and neighbour, I strongly urge you to uphold your official plan and zoning by-laws and reject the amendments put forth.

Sincerely,

Gabrielle Brankston

To City Council,

I do not want a building
and capital school. Please
to get rid of the plants
it will all be for
and there won't be a
wonderful.

~~Robert
C. [unclear]
[unclear]
[unclear]~~

100
100
100

From: Michelle Whitney

Sent: October 13, 2016 9:39 PM

To: Mayors Office; Dan Gibson; Bob Bell; James Gordon; Andy VanHellemond; Phil Allt; June Hofland; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Mark MacKinnon; Karl Wettstein

Cc: Clerks

Subject: 75 Dublin St N

Good Evening Councillors and City Clerk,

I am making a submission in regards to the plan to develop 75 Dublin St N into a 5 storey "affordable" condo project.

I am a 22 year resident of Cambridge St., a life long I am resident of downtown Guelph as well I have my Chiropractic practice downtown. To say I'm invested in downtown would be an understatement.

That being said I submit my opposition to this project based on the following facts and observations:

There was a total lack of due process in this developer's submission to Council. I understand that it wasn't even on the agenda

The City's New Downtown Secondary Plan on which the ink is barely dry, has been by-passed. The application process which was by-passed left residents with incomplete if not with no information with which to make and informed decision. I found out from the Tribune I find the entire idea of making an allowance for this developer to build 5 stories despite the new plan limiting to 4 stories a really slippery slope! And for what? So to make it financially profitable for him? This totally smacks of favouritism and small town politics. No wonder Guelph is always singled out for such antics.

Lets address the parking and traffic issue. I live in this neighbourhood. The parking issue is atrocious. Many people have no driveways and rely on street parking. Many of my neighbours already have to park another block over from their own homes. Even an extra 10 cars will put maximum constraints on an already constrained neighbourhood. This is totally unacceptable. NO ONE should be allowed a bit a variance on the parking issue. Nobody. We have people who arrive early in the morning to park all day and either work downtown or catch the bus or train. This has already been an issue with commuters. Do you really want to give them more fodder?

Have any of you councillors every been on Dublin street in the vicinity of Cork between 8:20 -8:45 and 3:00- 3:45? I have. It's total bedlam!

Now let's add a 5 storey, imposing building very close to the road which will totally cut off any sight lines up and down Dublin Street. This is a child fatality waiting to happen.

My former office was directly across the street from a seniors building on Woolwich St. Do you have any idea what shows up at a senior's building almost daily? The fire trucks and the ambulances! Almost daily. Where are they going to park? They will park on Dublin in front of the school loading zone! Parents dropping off and picking up are going to lose their minds when this becomes an everyday occurrence and I guarantee you it will!

*I'm all for affordable housing. But seriously - 2 floors of Penthouse space?
C'mon we all see through Tom Trumps agenda. What's next guys?
A casino on the church property? This is ever bit as vile.*

Yours Very Truly,

Dr. Michelle Whitney
Mark Neil

From: Barbara Robinson
Sent: Thursday, October 13, 2016 9:16 PM
To: 'clerks@guelph.ca'
Subject: Proposed Affordable Housing Development at 75 Dublin Street North - Concerned Neighbour Comments - Barbara Robinson

Dear Sir/Madam,

I am writing with regard to the proposed affordable housing development at 75 Dublin Street North. I own a home at 40 Dublin Street North – just within the 120m boundary of the proposed development – at the corner of Dublin and Durham.

My understanding from Phil Alt is that this proposal has been and will continue to be fast-tracked due to a time-limit (April 1) on federal funding. I also understand that Astrid J. Clos Planning Consultants have prepared a site concept plan and a draft planning justification report, a draft official plan amendment has been completed, a draft zoning by-law has been completed and a shadow study by James Fryett Architect Inc. has been completed. Numerous other studies and reports have been completed. And yet, the Notice of Public Meeting dated September 26, 2016 is the very first that I have heard of this proposed development, let alone a change to the zoning by law from Institutional to a “specialized” D.2-9 zoning bylaw. Needless to say, between September 26 and October 17, is insufficient time to review the project details or to form an opinion regarding supporting the project, or not.

My preliminary concerns are the following:

1. The zoning bylaw change should have input from local residents. Otherwise this sets a precedent for future, random bylaw changes. As a tax payer, I have a right to have input on significant zoning, or other, changes within my community.
2. The proposed exemptions do not work for this area – the building exceeds the number of storeys permitted, and of all places, beside the landmark and focal point of Guelph, the Church of Our Lady. In addition, parking is already a huge issue in the neighbourhood – exemptions here will only make traffic and parking more problematic.
3. Setbacks – Reducing the setback from 10 metres to 3 metres is a violation of the zoning bylaw.
4. The Timeline – members of the neighbourhood community have not had sufficient time to review and evaluate the proposal material, to coordinate as a coalition and to provide well-informed, thoughtful feedback to Council.

In closing and with all due respect, I do not support the bylaw change, or the process in which the bylaw is being changed. In addition, the developer has had at least one year to prepare his proposal. I have had less than one week. Fast-tracking this project to accommodate the developer is a violation of traditional city practices and my rights a member of the community.

As a first and fair step, I kindly ask that the zoning change be halted and handled with due process and diligence.

Thank you for your time.
Barbara Robinson

From: Joan and Jake DeBruyn
Sent: October 13, 2016 10:41 PM
To: Clerks; Phil Allt; June Hofland; Joan DeBruyn
Subject: 75 Dublin Apartment - generally not supportive

Hello

Thanks for your hard work on our behalf, and for hearing our feedback.

We are writing to express our concern with the proposed development at 75 Dublin. We live a couple blocks away on Durham St. Based on the information we've heard thus far, our feedback is as follows:

Support:

We support the idea that if that parcel is to be developed, that rental units for seniors is a good choice. It would be nice to have something other than full priced condos on one of the nicest spots in town.

We're also supportive of the idea of having a senior's rental unit within walking distance of downtown stores. While it's very hilly around the site, access down Dublin to Paisley is okay.

Do Not Support:

We are not supportive of the developer pushing multiple limits on what can be built on the site. In getting a \$3M grant to support construction, the developer should have some capacity to accommodate the needs and challenges of the site. If the developer can't come up with a plan that is respectful of the rules and neighbourhood, we're confident that the \$3M of taxpayers money will find a home in another senior's project, and this developer can re-apply some future round of senior's housing funding with a more suitable plan.

The proposal should not be permitted to exceed established height limits beside Basilica of our Lady.

The proposal should not be permitted to encroach toward the school boundary and property line, causing shading. In fact, additional efforts should be put into design to MINIMIZE shading of the playground (particularly the primary greenspace in that playground). Through rushed planning, generations of local children will have shaded recess on the south side (green side) of their school yard for a \$3M windfall for a developer and nice views for seniors. No fair for the kids.

The proposal should not cut corners on on-site parking, particularly visitor parking. Seniors have visitors - family, friends, health care providers, meals on wheels, friends who come to give them a ride. As others have noted, the on-street parking in the area is extremely constrained. Like some houses in the neighbourhood, we don't have a driveway and so rely on on-street parking. Constructing more housing with insufficient

parking is a disaster. The likely resulting overflow onto Basilica of Our Lady's parking lot is unfair to them.

In conclusion, there are aspects of the proposal that are good (senior's rental), but the attempt to push multiple boundaries (that have tangible impacts on neighbours and the community) while simultaneously cashing in on a rich \$3M grant leaves a bad taste that strikes many wrong notes. This proposal should go back to the drawing board, leave the \$3M for another seniors project somewhere else, and try again.

Thank you
Jake and Joan DeBruyn

From: Pia K. Muchaal

Sent: October 14, 2016 1:57 AM

To: Clerks

Cc: Mayors Office; Dan Gibson; Bob Bell; James Gordon; Andy VanHellemond; Phil Allt; June Hofland; Mike Salisbury; Christine Billings; Cathy Downer; Leanne Piper; Mark MacKinnon; Karl Wettstein

Subject: Submission of Written Comments for Council's Public Meeting October 17, 2016

Dear Mayor Guthrie & Members of Guelph City Council,

I am writing to you to express my concerns and opposition to Mr. Tom Lammer's proposed development of a 5-storey apartment complex at 75 Dublin Street North.

My principal objection to this development is that it is ill-conceived, and will, without a doubt, negatively impact the uniqueness and integrity of a long-standing Guelph community.

According to the Planning Report (PR) available on the City website, the proposed development is not in compliance with 5 out of the 16 zoning regulations.

Among these violations is one related to parking requirements. The developer has made *some* allowances for regular (ie. non-affordable) units, *minimal* allowances for affordable units/seniors and *no* allowances for visitor parking. Zoning regulations require there be 2 visitor parking spaces available per unit. Section 2.5 of the PR concludes that there is adequate alternative visitor parking on-street. *This statement is woefully incorrect.*

Street parking in the neighbourhood backing onto Church of Our Lady is VERY limited. Multiple-family dwellings that depend on street parking are peppered throughout the community. Some single family homes do not have their own private driveways.

I live in one unit of my duplexed home. I share a driveway with my neighbour. My neighbour and I alternate weeks parking in the driveway. Hence there is always one of our families having to park on the street. At times parking may be only available 100 meters from the house. My tenant and visitors have to rely on access to street parking. Furthermore, people who don't live in the neighbourhood and work downtown regularly park on the neighbourhood streets and walk the distance to downtown. Neighbourhood streets also take the overflow parking from various area institutions including St. James Church on Sundays and during special events. The same streets are also used for parking by Guelph Collegiate students.

The less than required parking for tenants and visitors of the proposed development will worsen the current status of insufficient parking.

I have lived in this neighbourhood since 1999. One unique aspect of the neighbourhood is the tranquility of the environment yet in close proximity to downtown amenities and walking distance to the University. In the last 10 years however the number of vehicles traveling through has increased noticeably - and unfortunately many drive through our

residential streets with great regularity at alarmingly high speeds. Without the implementation of traffic calming measures the proposed development is guaranteed to further increase traffic in the neighbourhood and decrease safety for the residents, including the children walking to school.

In the immediate area of the proposed development, daily school activities (dropping off/picking up children) in hand with a large influx of residents and their attendant daily movements will increase the traffic congestion that already exists in the school zone.

One final issue I would like to raise is what has been an apparent lack of due process related to the developer's submission and the passing of the motion by Council without public consultation. Mr. Lammer's proposal by-passed City Council procedural rules and is in violation of Guelph's Downtown Secondary Official Plan. If the proposed development is approved and moves forward, an entire neighbourhood will be significantly impacted. Only some members of the community received notification of the October 17th Public Meeting albeit it was quite late in the process - the lack of process has limited the community's ability to become involved and respond.

In closing, I would like to acknowledge the value of having affordable housing in Guelph and the need/mandate for the intensification of Guelph's urban landscape. If Council decides to approve this project, I would strongly encourage that any exceptions granted be categorically linked to affordable housing.

Having said that, any the priorities of intensification and affordable housing need to be considered within the context of the landscape and matrix of the community in question.

I urge you to **not allow** the proposed development at 75 Dublin Street North to proceed.

Thank you for your consideration.

Respectfully submitted,
Pia K. Muchaal

From: Wayne Hillman
Sent: October 14, 2016 2:23 AM
To: Clerks
Subject: 75 Dublin Street

Regarding the proposed apartment building at 75 Dublin Street:

The City Council has been conned. Someone waves a chance at some grant money at them for so-called "affordable housing" (that could yield only a 20% discount to a fraction of the tenants) and they forget all rules of procedure and building site regulations. They are abdicating their responsibility to keep the public, including it's youngest members, from harm's way!

Wayne Hillman

From: Eran Dodington

Sent: October 14, 2016 4:28 AM

To: Dan Gibson; Bob Bell; Andy VanHellemond; James Gordon; June Hoffland; Phil Allt; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Karl Wettstein; Mark MacKinnon; Mayors Office; Clerks

Subject: OPPOSE Downtown Secondary Plan Amendments and Rezoning Application for 75 Dublin Street North Development

The current expediting of this development at City Hall in order to attain infrastructure funding is without public input, short sighted, has no place at this location in downtown Guelph.

We submit that the 5-storey building proposal with 17 market value units and 20 units of affordable housing will undermine already problematic traffic congestion and street parking issues, blindly overlook the safety of adjacent neighbours and have significant negative impacts on the 240 children and staff at Central Public School that deserve sunlight every day. The proposal, as it stands, will have irreversible detrimental effects on the neighbourhood and lose precious institutional land in the downtown.

We the undersigned hereby OPPOSE the draft amendments and application for the following reasons:

- 1. Proposed building height and footprint is too high and too big** - The proposal is requesting 5-storeys in an area where 4-storeys is the legal maximum. Height will dramatically and permanently alter the beautiful and historic skyline of Catholic Hill while also casting deep shadow over a predominantly asphalt school yard.
- 2. Reduced parking requirements will compound existing on-street parking problems** - The proposal under-supplies tenant, visitor and bicycle parking. It will provide 24 tenant parking spaces where 37 are normally required - and no visitor spaces where 2 are required. It is not compatible to have tenants and visitors using on-street parking which is already dedicated to the school.
- 3. Minimum setbacks will have negative impacts on adjacent neighbours** - The building orientation and minimum setbacks will negatively affect the children at Central Public School. The minimum rear yard requested is 3m where normally 10m is required. A 5-storey building situated right up to the school's property will send deep shade over the kindergarten outdoor classroom and backyard learning grounds.
- 4. Increased traffic from 37 units will compound preexisting safety hazards** - Many children and parents walk to and from school and have difficulty crossing at the corners of Dublin and Cork Streets. Tenants and visitors will have to park on surrounding streets, creating safety hazards in an area which is already overused by homeowners and downtown workers. This proposed

building will simply add intense levels of downtown congestion without considering its negative impacts in advance.

We strongly urge the developer, City of Guelph staff and our Councillors to work with the community to create a space that is compatible, innovative and fits within our downtown character, both now and in the future.

Regards,

Eran Dodington and Christine Lacroix

From: janet elsey
Sent: October 14, 2016 6:23 AM
To: Clerks
Subject: 75 Dublin St.

To whom they

My husband & I have some concerns about this property. We are wondering about parking issue being bent. They seem to be bending all the rules for this property. As well as safety issues.

We also were not notified about any of this. We found out a week ago. Why does it seem like it is just being rushed through.

Also why are rules being bent for this when not that long ago it was said that breaking / bending rules could results in lost jobs.

Thanks

Janet Elsey / Jeff Mitchell

From: alan millar
Sent: October 14, 2016 7:20 AM
To: Clerks; Phil Allt; melissadean
Subject: Proposed Development at 75 Cork St

City Clerks and members of Council

I would like to register to make comment on the proposed zoning change and building at 75 Cork St for inclusion in deliberations at the 17th October public meeting as a neighbour that believes they are within 120m of the subject property but was not advised of the September meeting and feel short changed by political expediency.

I intend to write and present for the public record reservations as a local landowner, a tax payer and community member. I should also be clear that I am not against the concept of affordable housing in the area but from what I have seen of the proposal the top 2 floors (including the exception being proposed) will contribute Nothing to that situation and is therefore warrantless. Further I would expect formal guarantees that any and ALL exemptions to the existing or downtown secondary plan zoning requirements (the additional story, tiny setbacks, lack of adequate parking) and which cover liability to local properties against any suffering or damage caused by the building with it's underground parking AT THE TOP OF A HILL and right next to a school.

In my written notice to Council I will also explain my perspective on the local parking, lack of traffic studies and unknown engineering challenges and equipment. I will certainly context that this application needs to be afforded due process and not shoehorned into an unrealistic deal to attract opportunistic funding which may make unrealistic demands of a democratic community. Should we be rolled into collaborating with a private venture it needs to ensure they are accountable for guaranteeing long term residency and not simply scooping the money under the guise of affordable housing and there MUST be guarantees that funding aside the changes need to be reviewed and better aligned with the subsid. Obscene and unwelcome penthouse floors insult that purpose and the loss of Institutional land close to a poorly serviced neighbourhood.

Yours with best regards

Alan Millar

From: AMH RMT
Sent: October 14, 2016 7:26 AM
To: June Hofland; Phil Allt
Cc: Clerks
Subject: Dublin and Cork St Development

Hello Counsellors,

I am writing this letter to express my concern for the proposed building of a five-storey housing complex at the corner of Dublin and Cork Street. As a parent of a child who attends Central P.S as well as a resident in the neighbourhood, my primary issues are the disruption to and impact of building so close to the primary school as well as the implications that building will have on the safety of the children, as that area is already problematic during drop off and pick up hours. Furthermore, the proposed plan's lack of parking will make street parking, for those without driveways, more problematic than it already is.

I am terribly disappointed with the way the city council has responded to the Lammer Group while attempting to skip the cue and fast track this development. There is proper procedure for good reason, and the council's hasty response to this issue is not setting a precedence for due diligence. I would hate to see this continue into future projects.

Please reconsider project and show your support of those who supported you,

Aita Herdman

From: Pedro Bevelander
Sent: October 14, 2016 8:45 AM
To: Clerks
Cc: Stacey Laughlin; Phil Allt; June Hofland; melissadean@live.ca
Subject: Comments for 75 Dublin Street North, Guelph

RE: 75 Dublin Street N, Guelph Ontario

City Files: OP1603/Zc1612

Dear Ms. Laughlin:

I am a resident at 119 Oxford Street and frequently walk or drive through the scenic area of Cork and Dublin Streets. I have visited the site and reviewed the documents for this project which are listed on the City's website. I offer the following comments:

Item 1

The Summit

The site boasts a spectacular view over the city and is located beside an extremely significant cultural institution in the Church of Our Lady. The proposed 5 storey apartment building consists of a large mass in close proximity to the site's property lines (approx 3 m). The proposed apartment building will block southerly views to the Church of Our Lady from Dublin (at the south end of Central Public School). More significantly, the proposed apartment building will offer a large and "bulky" silhouette in crowning the view corridor that rises up Cork Street from Norfolk to Dublin and includes the spectacular form and cultural icon of the Church of Our Lady at its summit. (What to do??)

Item 2

Landscaping - Public Open Space - Vegetative Initiatives

The proposed apartment building will consume most of the lot in built form (see N, E and W setbacks) leaving little area for public open space or for meaningful tree planting or other vegetative initiatives so common to this neighbourhood.

Item 3

North and East Facade of Proposed Apartment Building

North Facade: The building setback at the north of the property is proposed to be 3.18 m which, I expect, will mean that the northern facade of the proposed apartment building will have none or few windows or other openings on that side. Visitors and children attending the one storey Central Public School will have a huge, bare five storey wall to

look at while also blocking sunlight on the property just north of the wall (see shadow study).

East Facade: The building setback at the east of the property is proposed to be 3.0 m. The eastern exposure of the proposed apartment building offers the opportunity for spectacular views over the city although this may not be permitted due to the modest setback to the neighbouring property. Further analysis is required to determine the percentage of openings permitted on the eastern facade.

Item 4

Security

The area south of the Central Public School building and directly north of the north facade of the proposed apartment building offers approximately a total of 3 m (Central Public School land) plus 3.18 m (75 Dublin Street land) totalling approximately 6 metres overall. The use and security of these lands must be considered in any development proposal for the property.

Item 5

Building Height

The building height of the proposed five storey apartment block is not scaled in conformance with the surrounding residential neighbourhood or even the retail and service area along Norfolk Street. The Planning Justification Report prepared by Astrid J. Clos states that the proposed five storey height is required to make the project viable (see page 5 of the report). Compare the heights of other Guelph buildings noted below:

Heights of Other Guelph Buildings

- (a) Guelph General Hospital - 5 floors and 6 floors
- (b) The Elliot - 4 floors and roof
- (c) New Mental Health Building, 80 Waterloo - 3 storeys
- (d) St Agnes School (Cork and Dublin) - 2 storeys
- (e) Surrey Medical Clinic - 3 storeys

Item 6

Intensification and Architectural Design

The author of these comments understands and supports the need for intensification in the urban core and supports projects such as the condominium projects at the foot of Macdonell Street and indeed, the appropriate development of 75 Dublin Street. However, the design of the building and the density it proposes should not be completed at the expense of accomplished planning, creative design or innovative technologies.

End of comments.

Pedro Bevelander

From: Deborah Elder
Sent: October 14, 2016 8:58 AM
To: Clerks
Subject: Dublin Street Development

I would like to express my concern that our city council and mayor have broken their own rules of due process in seeming willingness to make concessions to a developer without proper consultation with the people in the neighborhoods affected. This site has serious shortcomings: an elementary school just meters away and totally inadequate parking and roadways for automobiles. I think it is rash to ignore the rights and concerns of those who live in the area .

Affordable housing, like motherhood-and-apple-pie, become dangerous rationalizations when a democratic process is set aside. This potentially creates a mindset within council as well as a precedent for the next appeal from a developer to bypass its own rules of engagement.

It is my intent to submit a letter to council expressing disapproval.

Yours,

Deborah Elder

From: Barry Elder
Sent: October 14, 2016 9:14 AM
To: Clerks
Subject: Dublin St Development

I would like to express my concern that our city council and mayor have broken their own rules of due process in seeming willingness to make concessions to a developer without proper consultation with the people in the neighbourhoods affected. This site has serious shortcomings: an elementary school just meters away and totally inadequate parking and roadways for automobiles. I think it is rash to ignore the rights and concerns of those who live in the area .

Affordable housing, like motherhood-and-apple-pie, become dangerous rationalizations when a democratic process is set aside. This potentially creates a mindset within council as well as a precedent for the next appeal from a developer to bypass its own rules of engagement.

It is my intent to submit a letter to council expressing disapproval.

Barry Elder

From: krysta whitney
Sent: October 14, 2016 9:19 AM
To: Clerks
Subject: Re: 75 Dublin Street

Hi Dolores,

Please see the below comments I have made regarding the development at 75 Dublin Street and wish to have submitted to the meeting at city hall Oct 17.

I am writing in response to the proposed development of 75 Dublin Street N.

I object to this development on many levels, please see the below objections:

1. The Downtown Secondary Plan allows for a maximum of 4 stories in this zoned area, not 5 stories as proposed by Tom Lammer. This is a requirement for a reason, especially downtown where a 5 story unit would impede the iconic Church of our Lady and the street scape of the neighbourhood.
2. Parking. 37 Units!! Seriously! How GREEDY. And only 24 Units with parking. The area is already congested with on street parking because residents in the area lack driveways, parents at Central school use the area throughout the day, as well as visitors to the downtown area.
3. Tom Lammer wants an exception to the rule of set back. He wants 3 metres instead of the required 10 meters.
4. Most of all, I'm disgusted that city councillors, with the exception of Cathy Downer, have ignored city staff's due process and have asked city staff to "fast track" Tom Lammer's application in order to secure a 3 million dollar grant. Under the disguise of "affordable seniors housing".

I am not opposed to infill in our downtown core, I reside on Liverpool Street and have had plenty of that in my neighbourhood. But I do oppose the above project of Tom Lammers.

A smaller, less imposing build with appropriate parking and respect for the neighbourhood would be more welcomed.

Sincerely,

Krysta Whitney

Submission from John Parkyn,

... In relation to the proposed 5-storey apartment building at 75 Dublin Street North, Guelph

Mr Mayor; Members of Council:

Others this evening will talk of poor optics, poor communication, lack of time to prepare for this meeting, fast-tracking, bending rules, lack of parking, endangering students, dangerous intersection, effect on learning, the presence of noise, dust, and contaminated soil, the loss of sunlight, geological instability, steep icy hills, apartment-bound seniors, and so on.

For my part, I'd like to discuss the proposed building itself ... In particular the size of the building.

To illustrate the immensity of the proposed building, I'd like to compare it to the large building across the road from it ... That building being the vacant St. Agnes School.

According to Stacey Laughlin, Senior Policy Planner for the City, the footprint of the proposed building will be 980 m², that is almost 11,000 square feet.

After using a trundle wheel, I calculate the footprint of St. Agnes School to be in the order of 310 square metres, about 3400 square feet.

Thus, the footprint of the proposed building is over three times the footprint of St. Agnes School.

Let's consider height...

According to Ms Laughlin, the above-ground height of the proposed building, when viewed from Dublin Street, will be approximately 16m plus mechanicals.

The proposed building will tower over the adjacent 4-m high section of Central School. These adjacent buildings, by the way, are a mere 7 m apart, the width of a soccer goal.

As viewed from Dublin Street, I estimate the above-ground height of the 2-storey body of St Agnes School to be about 8 m, about half the height of the proposed building.

The sloping roof of St. Agnes School is about 3m high at peak.

The school's tower, whose base is only 6m X 6m, protrudes about 2m above the ridge of the roof.

It's when we consider **volume** that we truly see the difference in the size of the two buildings.

After multiplying footprints by heights, I deduced that the volume of the proposed building will be 15,700 m³ excluding mechanicals, and that the volume of St Agnes School is 2900 m³, roof and tower included.

Thus the volume of the proposed building will be about 5.4 times the volume of St. Agnes School.

To recap, when compared to St. Agnes School, the proposed building will be over 3 X the footprint, twice the height, and over 5X the volume.

I conclude that the proposed building will stick out like a sore thumb atop Catholic Hill.

And with a perimeter setback of only 3 metres, it will be difficult to wrap a band-aid around that sore thumb.

If permitted, the proposed building will be most hemmed-in of any detached structure ever built on Catholic Hill.

At present, when standing in front of the main entrance of Central School, one can see the Basilica ... Yes, one can see the glorious sight of the evening sun dancing on the limestone. Poetic perhaps, but I know of no more glorious sight in the city.

If a 5-storey building were erected, one would need to stand atop a 15-metre ladder in front of the school to see the Basilica.

If a 4-storey building were erected, one would need to stand atop a 12-metre ladder in front of the school to see the Basilica.

Add more metres to the ladders, if you wish to peek above the mechanicals.

Now, it may be that a City bylaw that prohibits blocking the view to the Basilica only applies to views from downtown, but I believe that in spirit such prohibition applies all around Catholic Hill, and especially on top of the hill.

Unfortunately, Dr Gil Stelter was unavailable for consultation, but a recurring theme in his references to John Galt is Galt's love of view, vista, and open space.

I have heard some say that Galt would have turned over in his grave if he knew that the Grand Trunk Railway had bisected his large triangular square in the heart of the city.

I hazard that John Galt, given his love of education, schools and vistas, would not approve of the proposed building in this location.

Mr Mayor, members of Council... All that glitters is not gold ... I urge you ... we urge you ... to deny Mr Lammers' proposal.

From: michael.crawley michael.crawley

Sent: October 14, 2016 12:12 AM

To: Mayors Office; phil.alt; June Hofland; Karl Wettstein; Bob Bell; Dan Gibson; Christine Billings; Leanne Piper; Cathy Downer; James Gordon; Mark MacKinnon; Andy VanHellemond

Subject: affordable housing building across from the Basilica beside Central School

Dear Mayor and Councillors,

The proposal to build a mixed affordable housing building at the corner of Cork and Dublin Streets has apparently received almost unanimous approval from you. The concept is fine but the application in this site raises serious planning questions on several levels. The five storey height is against city bylaws, the set backs are against city bylaws, the parking is inadequate with no visitor parking, the site is on a corner where seniors and the disabled on scooters cannot safely access entry or exiting, the shadow on the school playground has not yet been studied and the materials (shiny aluminum on the top two stories) are totally out-of-keeping with the Basilica which has both national and provincial recognition.

Building such an affordable housing project necessitates a site which is user-friendly. Cork St. is exceptionally steep for bicycles and scooters especially in winter. Guelph does not clear corners of snow even on flat stretches of city sidewalks and parking is already at a premium for residents on neighbouring streets. The drop-off section on Dublin for school children is perilously close to the building and the church parking is especially busy on weekends. Why has the shadow study not been done? Why in light of all these drawbacks is the city in a hurry to accept a flawed project just so a developer can gain federal grants? The planning dept. at city hall presented a conference at the Delta Inn last winter on the importance of preserving and enhancing the heritage elements of any city and certainly the hill in question is Guelph's most prominent feature. The conference talked of the enjoyment that citizens feel when the history of a place is valued. Please think carefully when you study this proposal so that the best interests of the city and its inhabitants are examined and given full credit.

Yours truly,

Michael Crawley

From: Nancy Fischer
Sent: October 13, 2016 11:20 PM
To: Mayors Office
Subject: proposed development at 75 Dublin Street

Dear Mr. Guthrie,

I'm writing to express concern about some features of Tom Lammer's proposed development at 75 Dublin Street. My husband and I own an condominium close to the site, at 40 Northumberland Street.

While we are supportive of affordable housing units, especially for seniors, we share our neighbours' concerns with the proposed reduction in setbacks and parking, and the proposed increase in the building's height to five stories. Insufficient parking will certainly impact neighbouring properties and traffic in this area.

Additionally, we worry that the proposed construction of underground parking poses challenges to the integrity of surrounding buildings. What will the developer's liability be if underground work damages nearby properties?

The students at Central Public School will be both temporarily impacted by the construction process, and permanently affected by changes in sight lines and exposure.

We understand that this project is seeking speedy approval, to access federal infrastructure funding, but I urge you to take the time required to consult with planners, engineers, neighbouring property owners and other stakeholders before approving these proposed amendments — while grant money is appealing in the short term, the potential impact of these changes on this neighbourhood is permanent.

Thank you.

Nancy Fischer

From: Karen Marina Gascho

Sent: October 13, 2016 10:17 PM

To: Phil Allt; June Hofland; Mayors Office; Dan Gibson; Bob Bell; James Gordon; Andy VanHellemond; Mike Salisbury; Christine Billings; Leanne Piper; Cathy Downer; Mark MacKinnon; Karl Wettstein

Subject: Re: Development at Dublin and Cork

To Guelph City Councillors

I am writing this to voice my concerns about the the proposed five-story building on the corner of Cork St. and Dublin St. N.

The fast-tracking of this project by disregarding zoning bylaws benefits the developer and hurts the community in more ways than I can write here. I'm sure you are hearing many of the wide array of issues from many who live in the affected neighbourhood.

I am unhappy that the city council would so easily lay aside the rules and bylaws placed to protect the residents. The plans to limit a structure to four stories, to provide a 10 m setback, to make sure that there is adequate parking ... these were instituted for good reason and should never be disregarded lightly, let alone without proper public consultation.

I hope to find that you, the ones we've elected to represent us, choose to build the city of Guelph in an appropriate and thoughtful manner.

Thank you,
Marina Gascho

From: Jeff Thomason
Sent: October 14, 2016 9:43 AM
To: Clerks
Subject: 75 Dublin St N

To the Mayor and Members of the City Council

In regard to the proposal for 75 Dublin St N, the council has obviously done due diligence, based on documents posted on the city website. There are a couple of items where information is not yet available, such as a heritage assessment and a structural assessment for a building this size perched on top of the hill. Having reviewed the available documents we would like to raise these concerns:

The variances requested for building height, parking and set back suggest that this is not the right site for this building. Without them it does not meet the regulations for zone SD2. There is also no apparent concern for the extra traffic around the junction of Cork and Dublin which already has dangerous sight lines.

In the detailed report by Astrid Clos, there is mention of building scale, but this and some of its effects are not considered further in the analysis. Much is made of the fact that the front elevation facing Dublin (illustrated in a separate document) has been well designed to primarily look like a three story building with stone facing that does complement surround buildings. However the rear of the building facing out over the city center was not illustrated and this is the view that would be presented to most of the city. At five stories, the building will be 50 feet high and it is situated on a piece of the hill actually higher than the ground level of the Church of Our Lady (and is raised above that level according to the architectural rendering.). So its rear view will dominate the skyline to the East in a similar manner to Church of Our Lady. That view of the hill will be completely altered by a monolithic structure of comparable profile to the CoOL. Do we really want to change the heritage value of this view to this degree?

There is a certain level of cynicism in the design. The addition of affordable housing is much touted (with good reason). But the affordable housing appears to be merely the foundation for 2 penthouse levels with the best views in the city. While designated for rent at the moment, a future variance allowing them to be sold would command prices that would exceed the value of the grant funding being sought. On this basis, allow the developer to put a smaller up-scale edifice on this site, within current regulations, and suggest that the affordable housing go on a different site that is more user-friendly (i.e, flatter) to seniors.

Because of these concerns and numerous others that will be document by our neighbours, we strongly ask the city to consider this development very carefully.

Respectfully and thoughtfully submitted
Jeff Thomason and Melody Wren (63 Glasgow St N at Cork St).

From: Nancy L Bower [mailto:nbower@uoguelph.ca]
Sent: October 14, 2016 9:46 AM
To: Clerks; Mayors Office
Cc: Phil Allt; June Hofland
Subject: Proposed Development of 75 Dublin Street North

Dear City Clerk, Mayor Guthrie, and Councillors,

I am writing to express my concerns about the proposed development at 75 Dublin Street North. As I understand it, the property is in the process of being rezoned as D.2 (Downtown) and the developer has requested at least five variances to these new regulations in order to build an affordable housing unit. Two of the variances deal with the size of the building: the proposed five storeys versus the 4 storeys that will be permitted and 3 meters of back yard clearance where 10 meters are permitted. The remaining variances deal with parking spaces for residents, visitors, and bicycles.

Building Size:

The lot at 75 Dublin Street North is at the peak of a hill and a large building in that location would be visible from a large area. The Basilica of Our Lady Immaculate dominates the Guelph skyline and is a lovely symbol of Guelph. The pictures I have seen of the proposed development do not match the character of the Basilica and its adjacent buildings. I fear that a large apartment building next to this heritage site would degrade the views of the city.

Another concern related to the height of the building is its location next to Central School. Having a large building on the south side of the school would cast a shadow on the school through much of the day and much of the school year. This would not be good for the children.

Parking:

This is neighbourhood that does not have enough parking for the residents as it is. Adding a building that has thirteen fewer parking spots than units means much greater competition for the few parking spots in the neighbourhood. The planning justification report cites the criteria that the Region of Waterloo uses to evaluate parking reductions requests. Among these are: access to public transit, access to on-street parking, parking spaces provided off-site in a municipal lot near the site, and bicycle parking provided. None of the current public transit routes go past the proposed housing unit. As previously noted, there is not adequate street parking in the area. As far as I know, there is no plan to provide parking spaces at a municipal lot near the site and there really are no municipal lots particularly close to the site. Some bicycle parking will be provided in the building, but at a lower rate than required for the size of the development.

This location is a poor choice for Senior Affordable Housing Units. It is at the top of the hill. No matter where you park (other than under the building), you need to

walk up a steep hill to get to this location. This could be extremely difficult for seniors, particularly in the winter. The closest bus stops are on Norfolk Street near Cork (but on the opposite side of Norfolk) and on Quebec Street west of Norfolk (by Market Fresh). Either location would require residents to walk up a steep hill to get to their apartment.

The planning justification report suggests that residents will be able to use the Central School drop-off zone as visitor parking. That might be possible on evenings and week-ends, but those using the parking would need to move their cars by 8am. During the day, parking is allowed for five minutes only. Someone who is coming to pick up a senior relative to take them to a doctor's appointment or the grocery store would not have adequate time to go into the building to assist in bringing their relative out to the car.

I am concerned about the plans for a five-storey Seniors Affordable Housing Unit on the Dublin Street site. It is not a good location for seniors housing, particularly with inadequate parking available. The planned construction is too large for the site, both in terms of height and footprint. None of the reports on file with the city address the physical difficulties of construction at that location, so I would like to see those addressed as well. I hope you will reconsider the plans for this construction. I also hope that should the variances get approved, that approval would be with the condition that the variances are only valid for an affordable housing unit. I would also like to reserve the right to speak at the council meeting on October 17.

Nancy Martin

From: Alan Simmons
Sent: October 14, 2016 9:48 AM
To: Clerks
Cc: Jean Turner
Subject: 75 Dublin - Apartment Blg proposal

Dear Mayor and Members of City Council (c.c. City Clerks),

Re the apartment complex being proposed for 75 Dublin Street

We are writing to express deep concerns about the completely inadequate, dangerous and inappropriate parking provisions in the current plan. Our understanding is that 37 units are being proposed, but only 24 parking spots are to be constructed.

Based on our experience, the current proposal represents poor planning in the extreme for two reasons. Firstly, the parking proposal does not take into account the fact that the neighborhood is already short of parking spaces that create problematic and dangerous situations. Secondly, the parking proposal seems to be completely uninformed about the parking needs for an urban apartment complex even in a period when many people are seeking to reduce their dependence on cars.

We know--as home-owners on Cork Street West less than two blocks from 37 Dublin (which is at the corner of Dublin and Cork)--that the neighborhood already suffers from a shortage of on-street parking. Why?

- Many of the older houses in the area have limited driveways.
- Many of the houses in the area also have rental suites with long-term renters who have cars.
- The neighborhood contains and is close to schools and churches, and is not that far from downtown, hence needs to absorb short term parking at particular times and days of the week.
- Some streets, such as Yorkshire and Paisley are major bus and traffic thoroughfares and have limited or no parking. Others, such as the steep uphill section of Cork St running west toward 75 Dublin do not permit parking for safety reasons.

We could add further details. The result in any case is that neighborhood streets are already overloaded with parking and, at times, with cars circling around and jockeying for spaces. At times during peak periods friends and family coming to visit us cannot find parking within two blocks of our house.

We know from having lived in Vancouver in an urban apartment complex that includes an affordable housing provision (20 percent of units have subsidized rents; all others are

condos owned at market prices) that the demand for parking in such places is considerable for several reasons.

- Nearly all market value units need space for a car, even if they do not use one daily. Most affordable housing units also have cars.
- It should not be assumed that seniors living on their own (not in a care facility) do not have or do not use cars. Those who live in self-sufficient units tend to need cars for occasional if not daily use.
- All units have many occasional visitors—friends, family, contractors, etc. that need parking spaces.
- Friends and family on occasion they come from out of town and need overnight parking.
- Owners or renters without cars want weekly even daily access to Zipcar or other new urban arrangements for occasional vehicular transport. This is true even if they mostly use buses or walk. Zipcars needs parking spots.

We also know from a senior friend living in Guelph that seniors are able to stay in their homes longer when provided with services of home-care workers, nurses, cleaners, and so on. These professional visitors need parking spaces.

The school adjacent to 75 Dublin creates a special need for safe places for buses and parents to drop off and pick up students. How this would interface with the need for drop off, pick up and taxi space for residents of 75 Dublin seems not to be addressed in the current proposal.

In sum, we are in favor of greater “intensity” and “density” of housing, particularly affordable housing, in and near the city core. Living near the core, we expect and support efforts for such housing to be built in or near my neighborhood. However, we expect that building permits will only be given to high quality proposals that include adequate provisions for parking. In the end, it is the hopelessly inadequate attention to parking in the current proposal that leads us to conclude that it must be rejected.

Alan Simmons & Jean Turner

From: Kay and Carson Elford
Sent: October 14, 2016 9:59 AM
To: Phil Allt; June Hofland; Mayors Office
Subject: Proposed building Cork/Dublin

Good Morning,

I was very surprised to read about the Dublin St. development, in the October 13 Tribune. My husband and I own properties at Dublin St. N. and Cork St. W. Both of these properties are well within the 120 m radius of the development site. We have received no correspondence. I would like to know what the process is, for such applications. Why were we not informed? Like many of the other residents, our main concern would be the parking. As it is, many people who work downtown park on Cork St. and take up the street parking. There is already a shortage of parking for the current properties in this area. Why would any informed person agree to shrinking the number of parking spots provided for the building residents, from 37 (one per unit) to 24 spaces with no onsite visitor parking? Also, how could reducing the bicycle parking spots required by the zoning bylaw, possibly support Guelph's vision for a greener community? We support affordable housing but would suggest that developer Tom Lammer needs to come up with a better plan. One that is respectful of the current property owners and Guelph's vision for a greener community.

Thank you for your time.
Kay Elford

Friday October 14, 2016

Dear Guelph City Council,

As concerned parents and professionals with expertise in urban sociology, we ask that you **deny ALL of the requested zoning amendments** to the proposed development at Dublin and Cork. We absolutely agree with the importance of affordable housing for seniors, but this need must be balanced with the **safety of the existing population of over 200 elementary school students next door**. To consent to these changes is detrimental to the children in the area, and appears to benefit most only the developer. To be clear, these changes are about maximizing profit for the developer and offer **no benefits from an urban planning or design perspective**. Do keep in mind that the city has established guidelines for a reason.

A few of our key concerns:

- One of biggest flaws within current urban planning methodologies is its inability to take into account how communities use spaces. If you spent anytime studying the corner of Dublin and Cork, you would see the hectic and congested corners before and afterschool, the scramble over limited parking, and clear concerns over road safety and crossings at any time of the day. Further, such a study would also suggest that this is not a very accessible location for seniors. For example, my mother (in her 70s; with hip replacement) cannot walk the kids to and from school because of the steep hill. Have the needs of the intended inhabitants been considered at all? **The development demonstrates no understanding of the existing demands on the space, or the needs of the current or future residents.**
- There are clear safety issues on many levels, and keeping in mind the population of children under 12: traffic, parking, construction materials and equipment; run off; visibility/privacy. What sort of protections would be in place for the school during construction? How would parents and children safely access the school? What would this sudden influx of density mean for the safety of our children overall? **The development jeopardizes child safety.**
- The rushed nature of the process speaks to poor planning that stands against basic principles of community consultation. There has been no consideration for the long-term impact of this development on the small downtown school that is already land locked. **The community was NOT properly informed or consulted.**
- A shade study would indicate that 4 floors would be like six floors over a sunken playground. The site is to the south of school so it will tower over kids. The school already has very limited play spaces that the school has worked hard to make the most of. **This is not an appropriate site for such a large development.**

We ask you to take seriously these concerns.

Sincerely,

Dr. Mervyn Horgan, Assistant Professor, Department of Sociology, University of Guelph
Dr. Saara Liinamaa, Assistant Professor, Department of Sociology, Acadia University,

Dr. Susannah Ferreira
72 Yorkshire St. N
Guelph, ON, N1H 5B2

Guelph City Council
Guelph City Hall
1 Carden Street
Guelph, ON, N1H 3A1

Re: 75 Dublin St. N

13 October, 2016

To the Mayor and members of Guelph City Council:

I am writing to voice my concerns over the proposed development of 75 Dublin St N. Like many of my neighbours, I am a firm supporter of urban intensification, the provision of affordable housing and see the many social benefits of placing seniors' housing next to the community school that my children attend. But I am alarmed by the lack of forethought being given to the issue of parking and—by extension—to traffic flow and pedestrian safety.

An inevitable (and foreseeable) by-product of urban intensification is the increased pressure on existing on-street parking. In this regard, the building site at 75 Dublin St. N poses some particular challenges. Neither Cork St. nor Dublin St. allow on-street parking in front of the building site. Thus, neighbouring side streets will be expected to absorb the cars of visitors and residents of the building with no allocated parking space. Cambridge St., Glasgow St, Durham St. are already congested. Overloading them further will compromise the flow of traffic and the safety of the children who cross the street to get to school.

In terms of the regulations set out by the Downtown Secondary Plan: I think that it is wholly reasonable to waive the requirements for the provision of bicycle parking. After all, 75 Dublin St. N sits on top of a hill considered daunting by even the most energetic young cycling enthusiasts who attend Central Public School. Conversely, it seems wholly unreasonable to waive requirements for visitor parking. Surely seniors without cars are more likely than others to receive visitors or accept rides from friends and family. Seniors would also derive great benefit from a circular driveway where passengers could be picked up and dropped off. But as it stands, the current building plans include no drop-off. What is more, the proposed amendment to reduce the setback to three metres precludes the installation of such a driveway at a later date.

In sum, the provision of affordable housing for seniors is a noble enterprise and should be pursued by Guelph City Council. But any building that goes up at 75 Dublin St. N must make parking a primary consideration rather than an afterthought. To do otherwise is to compromise the safety of the children who regularly cross the street at the intersection of Cork and Dublin. I urge you to give slow and careful thought to the amendments being proposed to the Downtown Secondary Plan.

Sincerely,



Susannah Ferreira

To Guelph City Council regarding the proposed development at 75 Dublin St North.

Hello. I would like to share my concerns with the proposed apartment building at the corner of Dublin and Cork.

I would love to have affordable seniors apartments near downtown. I am currently a homeowner near Sunnyacres Park, but as a self-employed person with no cushy pension, I may very well need affordable housing one day, and I love living in the downtown area. It pains me to speak against a plan to bring financially accessible apartments to Dublin St, but there are serious problems with the proposal.

1. A five storey building at the top of the hill, next to the Basilica of Our Lady Immaculate, will compromise the beauty of the view of the church. So many beautiful, historic buildings have been torn down in Guelph that it is vital to preserve those that remain. In this case, the unimpeded view is part of what makes the Basilica so important to the character of this city. Driving into town along Eramosa, or near the Arboretum or Stone Road Mall, the view of the church is striking, and it should stay that way.
2. There needs to be adequate parking. Most seniors I know continue to drive as long as possible, often well into their eighties. Where will they park? Where will their visitors park? People may move into their apartments relatively young and active, but will age and likely require nursing or personal support visits at some point. And they have families and friends! Plus the fact the building would sit atop a very steep hill. Many seniors would find the climb difficult, let alone the increased danger of slip and fall in winter months. I just don't see how it should even be considered to build something with too few parking spots for residents, and none for visitors. It's fantastically impractical.

There must be a way to bring affordable housing to downtown Guelph with less serious compromises.

Sincerely,
MaryBeth Templeton
1 Southampton St

GORDON STREET

MARKET COMMONS CONDOMINIUMS
5 GORDON STREET, GUELPH

DATE: OCTOBER 13th, 2016

TO: GUELPH CITY COUNCIL | PUBLIC MEETING | MONDAY OCTOBER 17, 2016

FROM: JOHN FARLEY, DEVELOPMENT CONSULTANT
GORDON STREET DEVELOPMENT CORPORATION
DEVELOPER OF MARKET COMMONS CONDOMINIUMS

RE: 75 DUBLIN STREET NORTH – DOWNTOWN ZONING BY-LAW AMENDMENT

SUPPORT: As the developer of Market Commons Condominiums, we fully support the proposed revision to the draft Downtown Zoning By-law Amendment for 75 Dublin Street North to create a specialized D.2-9 (Downtown) Zone permitting:

- A building height of 5 storeys;
- 24 parking spaces to be provided for the residential dwelling units;
- 0 visitor parking spaces to be provided;
- 19 bicycle parking spaces to be provided; and
- A rear yard setback of 3m.

RATIONAL: Similar planning conditions and revision requests existed at Market Commons, 5 Gordon Street as are currently being presented for 75 Dublin Street North (2 blocks north-west). In addition, the building design and the affordability offering, just like Market Commons, will enhance and contribute to Downtown renewal and the community.

- Guelph Council/Downtown Renewal committed to a close working relationship on the Market Commons project to insure a successful site plan process that recognized the then un-finalized (draft) Downtown Secondary Plan and the provision of affordable units. Without City of Guelph partnership and commitment, the development would have failed to meet design, construction and affordable funding deadlines.
- Building height was approved at six (6) storeys respecting angular plane and views.
- Parking space (residential dwelling units) requirements were reduce to reflect a downtown/urban scenario and with the knowledge that the affordable offering in the design would appeal to residents that did not own vehicles. The design also included a carshare vehicle and commuter bicycle parking to support individuals that did not own vehicles. Parking space provision was calculated by design rather than driven by outdated, irrational zoning bylaws. To date, the development has functioned exactly as designed and has not burdened the neighborhood with any additional residential vehicles.
- Visitor parking space requirements were reduced to zero (0) to reflect a downtown/urban scenario.

- Sufficient bicycle parking was provided in the design for both commuter (daily use) and storage.
- Rear yard setback was reduced to nil reflecting the downtown/urban scenario, to accommodate property-line build-out and the parking courtyard. Rear yard setback removal was proposed by design rather than driven by outdated, irrational zoning bylaws.

COMMENTS

1. City Council wisely approved an expedited planning process for this development to be able to accommodate the affordable funding deadline. There is no circumvention - same planning requirements will be provided and executed.

2. Even if the Downtown Zoning Bylaw Amendment had already been finalized, an expedited planning process would have been necessary to accommodate the timeline to meet the affordable funding deadline.

3. City of Guelph continues to struggle with identifying parking inventory and restrictions in the Downtown and shoulder neighborhoods, which disallows any competent parking plan and/or management. Every development adjacent to or within a residential neighborhood is accused of burdening neighborhoods with parked vehicles. Residents consistently complain of no parking spaces, of vehicles occupying unrestricted parking spaces on their streets. Common sense would indicate that it's not new developments but downtown employees parking all day. City planning should be dealing with downtown parking encroaching into the neighborhoods located around the downtown.



RE: Proposed Multitenant Development at 75 Dublin Street North

Introduction

My name is Brian Campbell and I have been a resident of Guelph since 1981, and have lived at 66 Cork Street West for the past 28 years.

Many of the specific concerns related to the proposed development of 75 Dublin Street North have been identified and articulated by local neighbourhood groups, the parents of children attending Central School, and others such as the Catholic Diocese.

While I am in full agreement with these specific concerns, I also believe that there are other concerns, operating at a more general level, which should also be addressed.

Subversion of Bylaws

Bylaws are, first and foremost, laws. They are not guidelines or suggestions, but rather rules developed which represent the interests of society as a whole. Building and land development bylaws in particular are meant to ensure that appearance, purpose and, of course, safety concerns are addressed in a manner that serves the best interests of society and community.

These bylaws have usually been developed and amended over many years (perhaps generations) through a combination of expert advice, practical experience and civic guidance through political oversight. They are designed to address general concerns with specific requirements which enforce the principles underlying their purpose. This is to say, a bylaw that requires 10m set back is not a random number which could just as easily been 12m or 7m. It represents what a combination of expertise, experience and good governance suggests is prudent and reasonable, both in the general and in the specific.

The abnegation or overruling of a bylaw should be undertaken with the same care as with any other law. An understanding of the general and specific intent of the law should be demonstrated, as well as the argument for why those concerns do not apply to the case under consideration. In cases such as that of this current proposal, where at least 4 separate bylaws are to be altered in a way that weakens their intent, the combined effects should also be subject to examination, justification and validation.

I would submit for consideration the conclusion that a proposal which requires the suspension of so many non-trivial bylaws is not an indictment of these bylaws, but rather the indication of a deeply flawed project. I would also therefore suggest that until the developer and/or their representatives can demonstrate both an understanding of the purpose of these laws as well as justification for their request to weaken them, this proposal should not be taken any further.

Legacy

When reviewing the proposal, I noted one particular shadow study projection for March 21 at 6:00 pm, shown below:



This shadow first eclipses the Museum, travels across Norfolk Street to throw the Albion into shade, and then would appear to reach into Wilson Street – perhaps even reaching City Hall. The shadow cannot be contained within the frame of this projection, and this indicates what effect the proposed structure must have upon the skyline of Guelph.

Another structure of this height and girth is not possible, for both demographic and geologic reasons - there can be little doubt that this building will therefore become a landmark. This building will be casting this shadow well after all who are currently proposing or opposing this project are gone.

We owe it to those that shall come after us to consider very carefully whether this is a legacy we wish to leave them.

Conclusion

I personally support both intensification and more particularly assisted housing both in general and in our neighbourhood. I can understand how council may have entertained this proposal, given the limited time provided to review and reflect upon all the possible considerations. I most probably would have done the same.

This proposal, however, has far reaching effects for both the neighbourhood today and the city in the future. At minimum, further study and reflection should take place before any decision may be reached.

Finally, I would note that the proposal itself is based upon zoning which is not yet official. Perhaps this is an opportunity to revisit that zoning in light of the valid concerns expressed by the many parties opposed to this proposal. Perhaps this site is not appropriate for a 4 story, or even a 3 story building. This is also worth considering.

Petition

Whereas local developer Tom Lammer is utilizing a time-sensitive \$3-million federal grant to build a seniors/subsidized housing complex at 75 Dublin St. N. between Central Public School and Basilica of Our Lady, and

Whereas the Developer is asking Guelph City Council to fast-track this proposal and forgo the normal due diligence given to projects of this size and impact, and

Whereas the Developer is asking Guelph City Council to amend the City's Official Plan, revise the draft Downtown Zoning Bylaw, and create a special D.2-9 (Downtown) zone for this property to address the project's variances.

Whereas the proposed building has:

- a) 5 storeys which is greater than the 4 storeys allowed
- b) a 3 meter yard setback which is 7 meters less than the required 10 meters
- c) 24 parking spaces for 37 units while the City requires 37 parking spots
- d) no visitor parking spaces though the City requires a minimum of 2 visitor spaces and
- e) no bicycle parking

Whereas the reduced number of parking spaces will worsen the shortage of on-street parking in the proposed building's vicinity

Whereas the proposed building is adjacent to an elementary school where increased congestion will threaten children's safety

Whereas the proposed building is not suited to the heritage neighbourhood, impedes the view of the Basilica, and diminishes home values

Whereas the building is located at the top of four steep hills which poses accessibility problems for seniors

Whereas the project includes affordable housing but it is not clear how affordable the units will be, possibly renting as high as 80% of market rent.

We the undersigned ask City Council to reject this proposal because it circumvents City Council procedural regulations and is in violation of the City's Official Plan, including its zoning bylaws. The building will have a negative impact on this heritage neighbourhood, Central Public School and the historic Basilica of Our Lady.

69 Signatures Received

RECEIVED

OCT 14 2018

CITY CLERK'S OFFICE

October 13, 2016 OCT 14 2016

CITY CLERK'S OFFICE

City Clerk's Office,

It is a concern to learn about the fast-tracked proposal to build a five-storey apartment on Dublin Street.

The site of this building will create major parking problems. Increased traffic will be dangerous for the students at Central Public School. A towering building so close to this school will take away precious sunlight and a feeling of personal space.

How sad to take away from the beauty of the Basilica of Our Lady Immaculate and the character of our neighbourhood under the guise of affordable housing for seniors. Why the special treatment for this developer?

Sincerely,
Claire Flaherty
42 Cambridge St.
Guelph

RECEIVED

OCT 14 2016

@ 8:51 AM
R

ServiceGuelph
City of Guelph

City Clerk's Office

re. five-storey building on Dublin Street

TO: Councillor Phil Allt
Councillor June Hofland
Mayor Guthrie and Councillors, City of Guelph

RE: Proposed Re-zoning and Development of 75 Dublin Street N., Guelph

Dear Mayor Guthrie and Councillors:

I was surprised to learn of the above proposed development only two days ago. The information came to me from concerned citizens in Ward 3, who live in closer proximity to the location. Evidently I should peruse my copy of the Tribune a bit more thoroughly

I understand that “intensification” and “affordable housing” are the words of the day, and that “the City shall encourage and assist, where possible, in the production of an adequate supply and mix of affordable housing by: Expediting and development approval process and other administrative requirements.”

While these principles may be noble goals in and of themselves, does it mean that all existing zoning and planning regulations fly out the window when Council hears “affordable housing” and “intensification” (and federal funds ?

Given the level of scrutiny and amount of process/expense/planning the ordinary home owner has to undergo if they wish to make alterations to their home I would expect the same, if not more intense, level of adherence to apply to large land developers. I would certainly NOT expect the opposite, which seems to be the case here – an apparent willingness to bypass existing zoning restrictions and bylaws (i.e. # of storeys; setbacks; parking bylaws); an apparent willingness to quickly re-draft existing zoning restrictions and bylaws in order to allow the exemptions in the proposed plan.

Unfortunately the optics in this case are not good. The lack of public consultation regarding this particular development; the fact that Council is even considering waiving existing regulations; the fact that little or no consideration was given to using this location for institutional purposes instead (which would be more in keeping with the surrounding community) – and why? Because someone said “affordable housing” and our local MP stood side-by-side with the developer and promised federal funds? That certainly is what it looks like.

I would ask Council to delay approving this proposal:

- To allow proper consideration of the possible consequences this development would have to the surrounding community;
- To allow adequate time for the Ministry of Environment and Climate Change to comply with the FOI request regarding any environmental concerns associated with the location;
- To consider changes to bus routes, to save seniors from having to walk up/down the 4 hills surrounding this location, to reach downtown services, amenities and public transit;
- To complete a comprehensive review of parking in the surrounding area. Given the existing “musical chairs (or musical parking spot)” realities in the

neighbourhood I fail to see how eliminating visitor parking spaces in the proposal is a good idea.

- To consider that this is NOT an ideal location for meeting the City's intensification goals.
- To question how this proposed development "ensures & respects the character of downtown's historic fabric and the quality of life in surrounding neighbourhoods." (11.1.7 Land Use and Built Form (g) Downtown Secondary Plan)
- To consider why Council would be so quick to consider bypassing existing regulations as they relate to Mixed Use 2 areas, as outlined in the Downtown Secondary Plan. (11.1.7.4.4. Maintaining the general character of Mixed Use 2 areas.)
- To provide equal consideration and discussion of possible alternate uses of the property.

And a final question: what guarantee has been offered that the 20 affordable housing units (which is, after all, the primary selling feature of this development), will remain affordable housing units in perpetuity?

I thank you for your time and consideration.

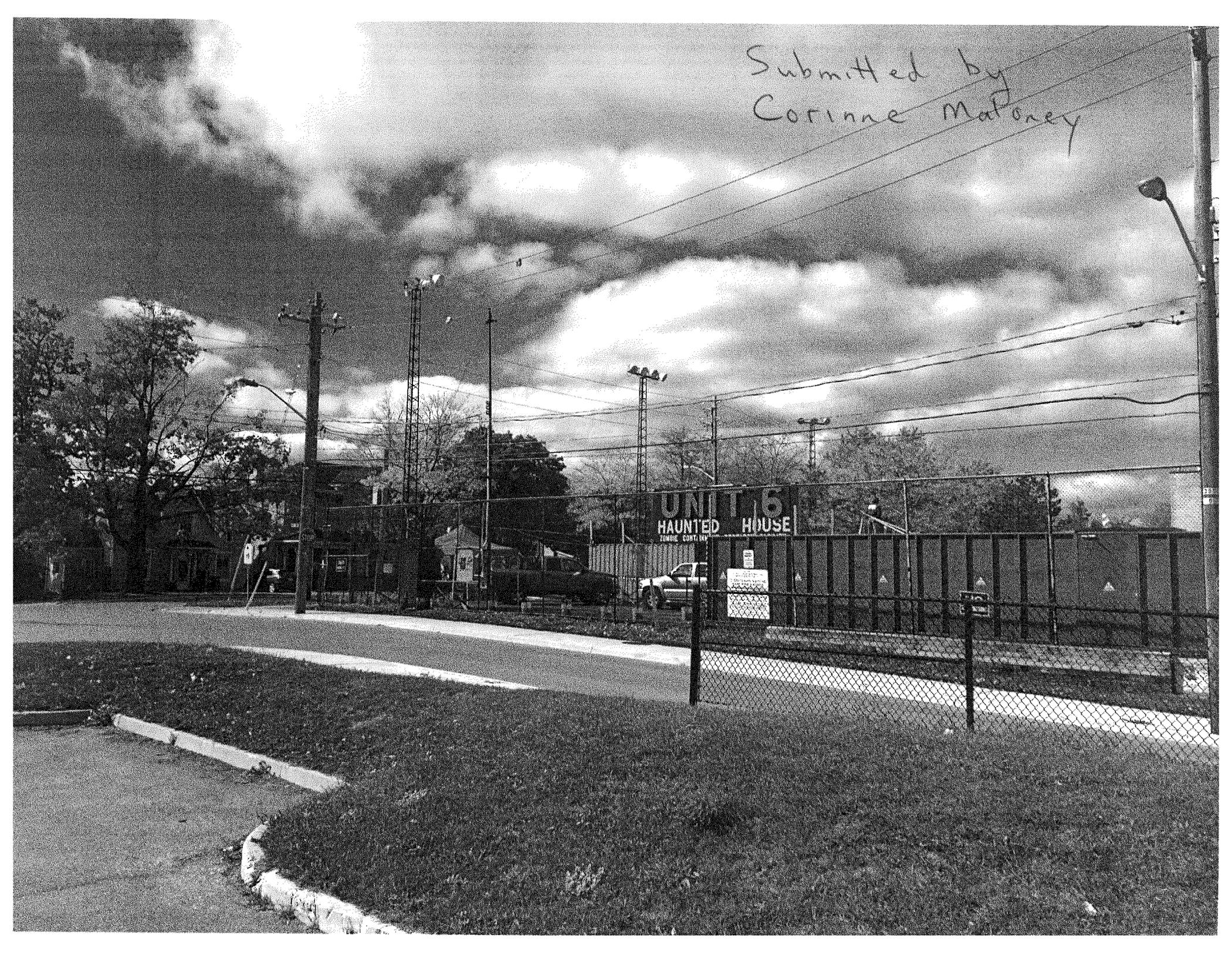
Gabriella Vegvari
Guelph

Submitted by
Corinne Maloney

UNIT 6
HAUNTED HOUSE
ZOMBIE COMY. ILL.

HAUNTED HOUSE
ZOMBIE COMY. ILL.

UNIT 6
ZOMBIE COMY. ILL.











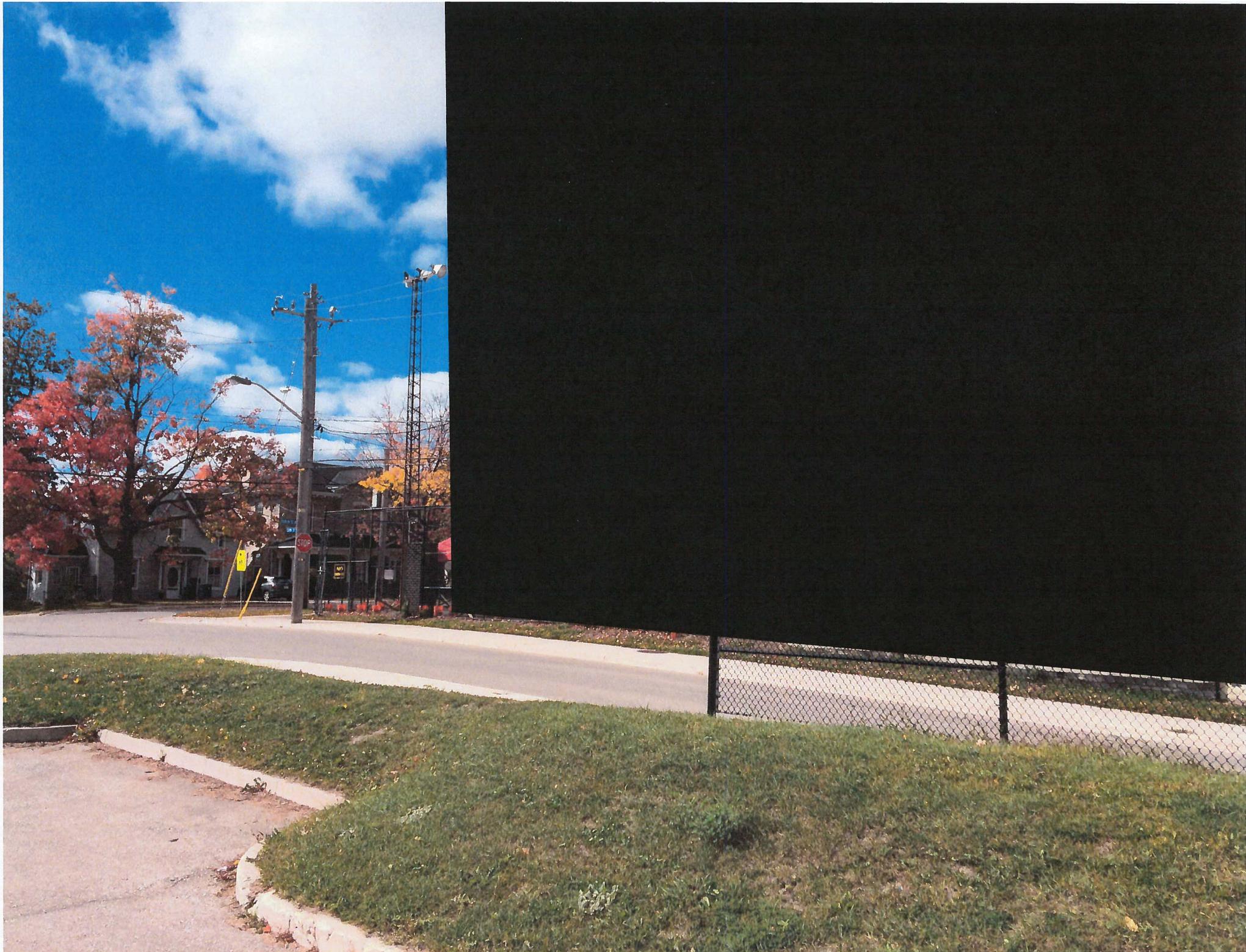


UNIT 6
HAUNTED HOUSE
ZOMBIE CONFINEMENT

STOP

NO

NO











From: John Muredda
Sent: October 13, 2016 12:04 PM
To: Clerks
Subject: Proposed RE:Zoning on Lowes Road

To whom it may concern:

We have received a proposed re:zoning for 19-59 Lowes Road West to put 60 Townhouses right behind our lot at 152 Dawn Ave.

We have a major concern about the treeline that was between the properties. The reason we bought our property was that we had a treeline between the properties on Lowes Road and Dawn Ave. and it cost us greatly to have it. NOW, ALL OUR TREELINE IS GONE COMPLETELY.

This proposed zoning is putting the Townhomes directly behind our property...and that leaves us with no privacy whatsoever or upcoming noisyness.

We passionately oppose this proposed re:zoning, and request to have our treeline restored as soon as possible.

Any building inspector or the City of Guelph should come and clearly see that our lot is completely exposed to the Lowes Road property.

We have taken this matter up with our Ward 6 Councillor Mark MacKinnon and he realized that this is a big problem with us and for us to write directly to the City of Guelph that is involved with this development.

We would like an answer about this issue as soon as possible.

The Muredda's

October 13th, 2016

Mayor and City Councillors
Guelph ON

BY EMAIL

Dear Mayor Guthrie & City Councillors

Re: City-initiated Official Plan Amendment (OP1603) Proposed revision to the Downtown Zoning By-law Amendment (ZC1612) as it pertains to 75 Dublin Street North

I am unable to attend the City Council meeting which will be considering an amendment (s) to the current Guelph by-law to enable a multi-unit rental building to be erected on the site of 75 Dublin Street North and therefore I request my comments to be considered by council as part of their decision-making process.

First let me say, that I applaud council for supporting new rental construction in Guelph; there is an acute shortage of moderate cost rental housing in the City of Guelph and the provincial Places to Grow initiative has indicated that infill projects such as this will be part of the solution to provide housing for an anticipated 56,000 person growth by 2041 as well as beginning to tackle the dearth of moderate cost housing options available in the city.

I am aware that time is of the essence in this case; that the developer is expected to have shovels in the ground by April 01, 2017, if he is to take advantage of the publicly funded three (3) million dollar subsidy being offered to him by the federal government via the provincial government.

That said there are some very serious issues that I believe council has not given itself sufficient time to consider:

1. Changing a bylaw that will **create a precedent** that may be used for other developments in the future which may well not be in the interests of the residents of the City of Guelph. Other projects, whether funded through the private sector, the non-profit sector, or the Cooperative sector could quite reasonably point to this bylaw change and posit that if it is allowed for one development in the downtown then it is unreasonable to prevent other developments from using the same amendment.

The by-law amendment that is being proposed is not a small one, it is adding a whole floor of housing, cutting drastically back on parking for residents of the proposed building, providing absolutely no visitor parking, scaled back bicycle parking space and a rear yard setback that is **less than half** of what is currently required.

2. There has been absolutely no public engagement with the local community, Albeit that, as I understand it, those within 175 metres have been given an opportunity to comment. This is not a minor variance, but a major by-law change that is being proposed and I believe that it is incumbent upon council to engage with the local residents to discuss their concerns and to take the time to ensure that the new build is in keeping with the existing community.

3. There has been no public information on what the developer or council means by the term "affordable", given that this new build has a publicly funded subsidy of some three million dollars. I know that council is keenly aware of using public funding wisely, both our local taxes and monies that are contributed through income tax at the provincial and federal level and are in part returned to the city to meet a portion of our operating and capital costs. I believe it behooves council to complete a due diligence on the use of our public dollars and an assessment of how this specific project, using public monies will contribute to the stated goal of council to provide affordable housing options for moderate and low income residents of Guelph. The report of course would be made available to the residents of Guelph.

Sincerely

E. Lin Grist



Evergreen Seniors Community Centre
683 Woolwich Street
Guelph Ontario N1H 3Y8
519-823-1291
gwsa-guelph.ca

Be active Get involved Make friends

October 13, 2016

Mayor Cam Guthrie and City of Guelph Councillors

Re: Proposed Development at 75 Dublin Street North, Guelph

Dear Mayor Guthrie and City of Guelph Councillors:

I am writing on behalf of the Guelph Wellington Seniors Association to indicate the Association's support of any affordable housing initiative that the City of Guelph endorses. Through our many interactions with our membership and the community of older adults we serve, we are acutely aware of the demand and long wait lists for both rent-geared-to-income and affordable housing units for individuals who wish to remain living independent in the community. If the Council in its wisdom accepts the proposal for the development at 75 Dublin Street North, we believe this would be an asset to the inventory of affordable housing options for older adults.

Sincerely,

Dorothe Fair
President, Guelph Wellington Seniors Association

cc: Tom Lammer