

Planning Justification Report

55 Baker Street & 152, 160 Wyndham Street North

City of Guelph

Zoning By-law Amendment

September 2025



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1. Introduction

1.1 Report Content and Structure

This Planning Justification Report has been prepared to provide a description of the Proposed Development as well as planning justification for the noted applications.

The objectives of this Report are as follows:

- To provide a description of the Site’s existing conditions and its context within the City of Guelph, as well as the surrounding neighbourhood (Section 2);
- To outline the Proposed Development and required application to facilitate the development (Section 3);
- To provide an overview and analysis of the relevant Provincial and local planning policies and guidelines relevant to the proposed application (Section 4); and,
- To provide a planning opinion and justification supporting the proposed application based on the suitability of the Site and the land use policy and regulatory framework (Section 5).

A draft Zoning By-law Amendment (2023)-20790 is included in this report as **Appendix No. 1**.

1.2 Background

GSP Group Inc. (“GSP”) has been retained by Baker Street Development Inc. (“Windmill”) to prepare a Planning Justification Report in support of a proposed mixed-use redevelopment on the property municipally known as 55 Baker Street & 152, 160 Wyndham Street North within the City of Guelph (collectively referred to as the “Site”).

The Site was previously subject to a Zoning By-law Amendment which was approved by Council on December 12th, 2023 (OZS23-008). The approved design included two 15-storey towers with two levels of underground parking, two public squares, and a future development block at the north end of the Site intended to be stacked townhouses. 12% of the residential units were proposed to be affordable.

Since the approval of the Zoning By-law Amendment, Windmill has progressed their development plans which has resulted in modifications to the building design. During this time, the City re-evaluated the permitted building heights in the Downtown through the Downtown Heights Study. This study resulted in Official Plan Amendment 106 (“OPA 106”) which was approved by Council on April 8th, 2025 and subsequently approved by the OLT on August 25, 2025. OPA 106 changed the permitted height for the Baker District up to 24-storeys.

The revised design includes two towers, a 17-storey North Tower, and a 19-storey South Tower. One level of underground parking, and one to three levels of podium parking above the ground floor are provided. Residential and commercial uses are maintained on the ground floor. A target of 30% of the residential units are proposed to be affordable. (“Proposed Development”). The

design of the Proposed Development is discussed in more detail below. Details around affordable housing is discussed in Section 3.4 of this report.

The City's future Central Library is located on a portion of the Site. The Central Library was Site Plan Approved on April 5, 2023, (SP21-035). A minor variance was also approved on December 8th, 2022 (A-74/22) which allowed a building height of 3 storeys where Defined Area Map 67 required 5-15 storeys. Now that approvals are in place, the Library is under construction. While the Subject Application applies to the entire Site, no changes are proposed to the Library portion of the development that is currently under construction.

Two public squares are also included as part of the Proposed Development and are being designed in conjunction with the two towers. The portion of the Site containing the Library and public squares will remain in the City's ownership following Zoning By-law Amendment approval, while the private tower portion of the Site will be purchased by Windmill from the City per the APS currently in place.

To facilitate the Proposed Development, a Zoning By-law Amendment is required. The Zoning By-law Amendment proposes to establish site-specific zoning regulations through a 'Specialized Downtown 1 (D.1-xx)' zone generally relating to building heights, front yard setbacks, building length to width ratios, exterior finishes, and parking.

1.3 Proposed Development

The Proposed Development consists of two towers connected by a podium bridge on floors 2-4. The North Tower is a 17-storey mixed-use building with ground floor commercial space fronting Wyndham Urban Square off Wyndham Street, and residential units on the ground floor and on floors 3-17. One level of underground parking is proposed with one level of podium parking on the second floor.

A total of approximately 204 residential units are proposed within the North Tower including a range of studio, one-bedroom, and two-bedroom units. Units will be accessed via a shared lobby and hallways and connected through secured elevator lobbies to the parking levels above and below-grade.

Amenity space is shared between the North and South Towers. A portion of the podium bridge includes indoor amenity space. Additional indoor amenity space is located on the ground floor of the South Tower overlooking Baker Court, and the second floor of the North Tower overlooking Wyndham Urban Square. Outdoor amenity spaces are provided on the rooftop of the podium close to Wyndham Street and the podium bridge. Over 1000m² of amenity spaces (indoor and outdoor) is provided for residents of the development.

The South Tower is a 19-storey residential building with residential and amenity spaces located on the ground floor and floors 5-19. One potential commercial space is also located on the ground floor adjacent to the Library Urban Square. One level of underground parking is proposed with three levels of podium parking on floors two through four.

The South Tower will include approximately 197 units, including a range of studios, one-bedroom, and two-bedroom units. Units will be accessed via a shared lobby and hallways and connected through secured elevator lobbies to the parking levels above and below-grade.

The underground and podium parking garage will exclusively serve the residents of the development. A total of approximately 205 car parking spaces are being provided for residents, 4 of which are Type B barrier-free parking spaces.

Long-term bicycle parking is being provided in the underground parking garage as well within a room at grade. One indoor bicycle parking space will be provided for each residential units within the Proposed Development. Outdoor bicycle parking will be provided to serve visitors of the Site.

The two public squares are named Wyndham Urban Square, and Library Urban Square. Wyndham Urban Square occupies the frontage of the Site on Wyndham Street and is approximately 883m² in size. The purpose of this square is to activate Wyndham Street and provide access to the ground floor commercial units located in the North Tower. It aims to draw people into the Site, providing seating and landscaping. Library Urban Square is approximately 690m² in size and is located more central to the Site. It will act as an extension of the library, with seating and programming, and attractive landscaping.

Baker Court is a shared path of travel for pedestrians, cyclists, and vehicles entering the Site. Vehicular traffic accessing above-grade parking as well as loading facilities will enter through Baker Court. Vehicle traffic accessing the below-grade parking level is expected to be received through Park Lane North, as the entrance to the below-grade parking garage is located off of Park Lane at the north end of the site. Additionally, paving materials will be used to indicate that Baker Court is a pedestrian-centred space. Lobbies of both the North and South Towers open to Baker Court which is covered by the podium bridge above. Baker Court provides a pedestrian connection to Library Urban Square and Wyndham Urban Square.

1.4 Pre-Consultation

A Pre-Consultation meeting was held on April 9th, 2025 to provide an opportunity for City staff and other agencies to review the proposed application and to establish the complete application requirements for the Zoning By-law Amendment application.

To address the Pre-Consultation comments/requirements, the following sections have been incorporated into this report:

- Community Engagement (Section 1.6);
- Community Energy Initiative Analysis (Section 3.3);
- Affordable Housing Analysis (Section 3.4); and
- Draft Proposed Zoning By-law Amendment (2023)-20790 (Appendix No. 1).

1.5 Community Engagement

The City of Guelph Community Engagement Framework (dated August 7, 2015) was developed in response to both external and internal demands from community members and City of Guelph employees, for greater clarity, transparency, and support for engaging community members in decisions made at the municipal level. The purpose of the Community Engagement Framework is to establish principles to reflect emerging community engagement practices around inclusivity,

early involvement, access to decision making, transparency and accountability, open and timely communication, mutual trust and respect, and evaluation and continuous improvement.

The Community Engagement Framework acknowledges that there are Federal and Provincial regulations that dictate a minimum level of engagement that must be carried out for certain projects. The proposed application for Official Plan and Zoning By-law Amendments are subject to the public consultation requirements of the *Planning Act* and will be brought forward to a public meeting of Guelph City Council in advance of a decision being made on the applications by Council.

The Baker District development has undergone extensive public consultation to date beginning in 2018. In 2018 to 2019, three rounds of public engagement were undertaken by the project team and City of Guelph. In 2023 the original Zoning By-law Amendment was subject to a Statutory Public Meeting under the Planning Act, and subsequent Public Decision Meeting on December 12, 2023.

Since the private towers have been redesigned leading to the proposed Zoning By-law Amendment discussed in this Planning Justification Report, further public consultation was required. The City required a Developer-led Neighbourhood Meeting. A Terms of Reference is provided on the City's website which was followed when preparing and conducting the meeting. The Terms of Reference also requires that a Community Engagement Report be prepared as a deliverable from the meeting. The Community Engagement Report shall contain:

- Description of the Proposal
- Date and Location of the Meeting
- Summary of Public Comments
- Refinements to Proposal

On June 19th, 2025, the project team held a Neighbourhood Meeting at Guelph Central Library which provided an update on the project including details contained in the UDMP and a forum to receive feedback from the community. From the project team, two members representing Baker Street Development Inc. were in attendance as well as the team architect (DTAH), traffic consultant (WSP), and planners (GSP Group).

Twelve (12) members of the public attended the meeting as well as one City staff planner. Comments received were all positive and supportive of the Proposed Development. General comments included:

- Importance of pedestrian flow, creative use of space, and public squares for gathering.
- Consider going taller and provide less parking.
- Would like to see the development proceed quickly.

The comment forms have been included in as **Appendix No. 2**.

Given the positive feedback, the Proposed Development remained unchanged from the Neighbourhood Meeting to the Proposal presented in this report.

2. Site Description and Context

2.1 Site Location and Description

The Site is municipally known as 55 Baker Street & 152, 160 Wyndham Street North. The Site is located in Guelph's Downtown Area. It is irregular in shape with frontage on Park Lane North, Baker Street, and Wyndham Street (Figure 1). The Site is approximately 1.07 ha (10,705 m²) in area with approximately 20.66 m of frontage along the front property line on Park Lane North. For clarity, the interpreted front, side, and rear lot lines are shown in Figure 2.

The Site is split by a central high point with drainage flowing south to Chapel Lane, west to Baker Street, and east to Wyndham Street. The high point of the Site is approximately 330.20 m above sea level (ASL) with low points at Chapel Lane, Baker Street, and Wyndham Street of approximately 328.00 mASL, 329.00 mASL, and 328.70 mASL, respectively with a maximum fall of 2.2 m to Wyndham Street.

The Site had previously been occupied by a parking lot that was owned and operated by the City of Guelph. The Site was excavated for archaeological purposes and is now vacant except for the southern portion of the Site which will contain the new Central Library. This portion is Site Plan Approved and currently under construction.

2.2 Surrounding Land Uses

The Site is directly surrounded by institutional, commercial, and mixed-use residential land uses on all sides. The buildings to the East are generally two-three storeys in height with ground floor commercial, and residential or office uses above along Wyndham Street. Directly adjacent to the Site on the other side of Park Lane is Guelph's Concert Theatre, and several commercial uses.

To the West of the Site on the opposite side of Baker Street, there are multiple commercial-residential mixed-use buildings ranging in height from 9 to 12 storeys. There are also some one and two-storey buildings along Baker Street.

The Southern portion of the Site will feature the City's new Central Public Library. On the opposite side of Chapel Lane, Royal City Mission drop-in centre is located, as well as commercial-residential mixed-use buildings, and Knox Presbyterian Church.

There are many Downtown amenities within 400 m, or a 5-minute walk, of the Site. Market Fresh, Stone Store Natural Foods, and dozens of culturally diverse restaurants are in close proximity to the Site. In addition to the two public spaces proposed as part of the development, Kimberly Park, John Galt Park, and Exhibition Park are in proximity to the Site. There are also many service-commercial uses within 800 m of the Site throughout the Downtown area (Figure 3) including Guelph's Farmer's Market. Additionally, the Site will function as a complete community featuring the City's new Central Public Library branch, residential units, and ground floor commercial uses within the two towers.

There are active and public transportation options available to the Site. The Site is located in close proximity to bus routes 3, 10, 11, 12, 13, 20, and 99. Further, intercity rail transit through Guelph Central Station which is within 400 metres of the Site. Sidewalks are present on the

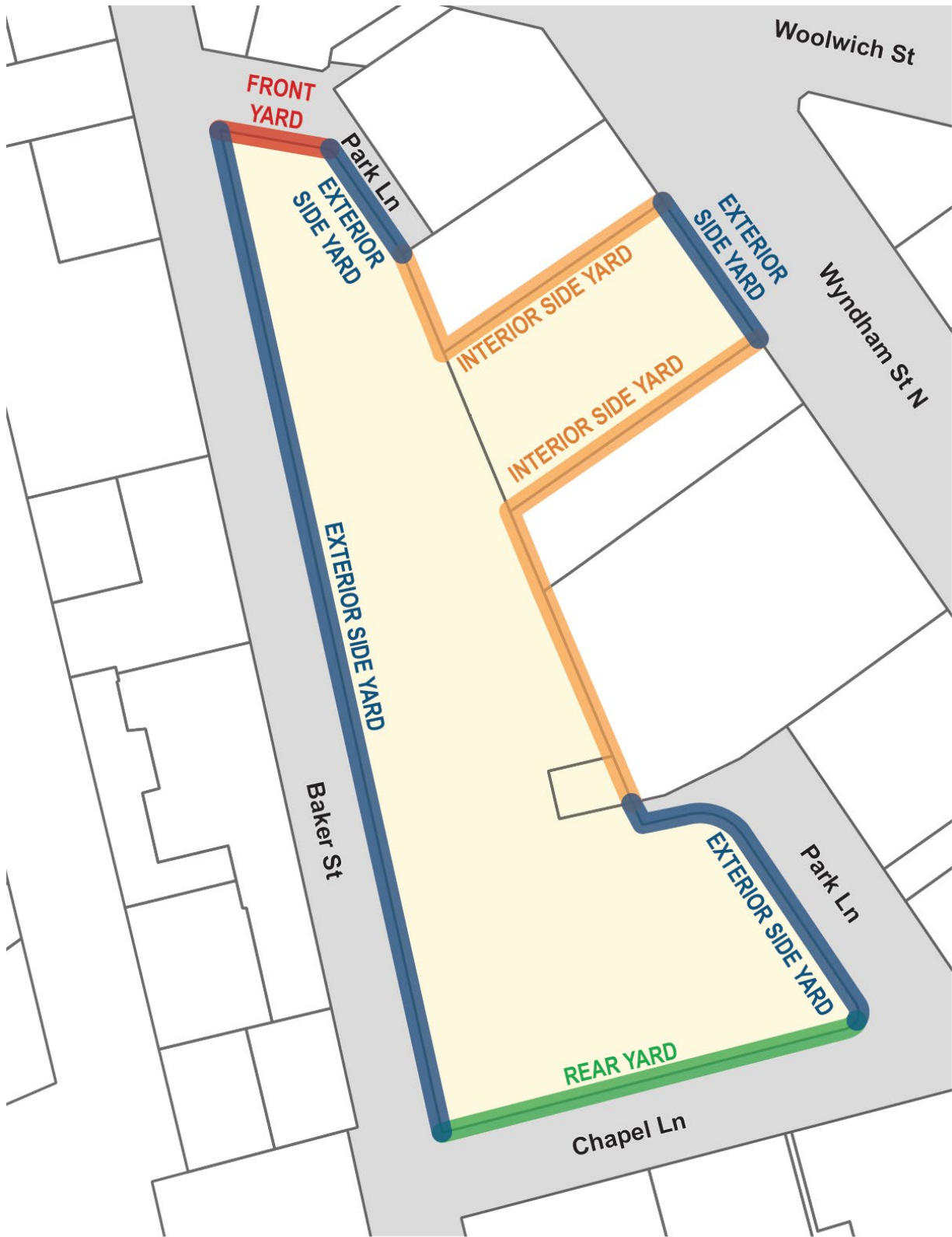
easterly and westerly sides of Baker Street and Wyndham Street North and pedestrian connections through the Site will connect both sides of the Site and the greater Downtown area. There is an established bike lane network in the area with bike lanes present on Norfolk Street/ Woolwich Street, Waterloo Avenue and the Downtown/Royal Recreation Trail.



Site Location

Source: Grand River Conservation Authority Mapping (2023)

Figure
1



Lot Lines
Source: Guelph Open Data (2023)

Figure
2



Context Map
Source: Google Earth (2022)

Figure
3

3. Proposed Development

3.1 Overview of Proposed Development

The Proposed Development consists of two mixed-use towers with ground floor commercial space with underground and podium parking. The North Tower will be 17-storeys and the South Tower will be 19 storeys in height. The intention is for the residential units to be rental. A total of approximately 401 residential units are proposed across the two towers, and between 585-625m² of commercial space on the ground level of the towers. A mix of studio, one-bedroom, and two-bedroom units is proposed.

Within the North Tower, approximately 204 residential units are proposed including studios, one-bedroom and 2-bedroom units. Within the South Tower approximately 197 residential units are proposed including studios, one-bedroom, and two-bedroom units.

Indoor amenity space is shared between the North and South Towers and is disbursed on the ground, second and fourth floors. Outdoor amenity space is provided on a rooftop overlooking Wyndham Urban Square as well as the rooftop of the podium bridge. A total of approximately 1,295m² of amenity space is provided for the Towers (both indoor and outdoor). The residential units on the ground floor fronting Baker St. each have a terrace for private enjoyment.

The two urban squares will provide shared amenity space for residents of the Site, and the greater community. Wyndham Urban Square is proposed to be 883 m² in size and feature public art, informal seating, commercial patio space, and soft landscaping. Library Urban Square is proposed to be 690 m² in size and will feature informal seating, soft landscaping, and space for programming.

There are approximately 205 parking spaces being provided for residents of the towers provided underground and within the podium. Of the 205 parking spaces, 4 are Type-A barrier-free parking spaces. 0 parking spaces are for visitor parking. The underground parking area accessed via Park Lane North and Baker Court.

3.2 Overview of Required Application

To facilitate the Proposed Development, an application for a Zoning By-law Amendment is proposed. The application is further detailed in the following sections.

3.2.1 Zoning By-law Amendment

The Site is currently zoned D.1-28 in Zoning By-law (2023)-20790. The following site-specific amendments are required to facilitate the Proposed Development of the Site:

- Permit a building height of 24 storeys, whereas Table 9.4 requires compliance with Schedule B-4 which shows a building height of 3-6 storeys on part of the Site, and 5-15 storeys on another part.
- Permit a floorplate length to width ratio of 1.9:1 for the North Tower whereas 18.14.30.2.3 permits a length to width ratio of 1.8:1 for the North Tower.

- Permit a hydro transformer within the sight line triangle on a corner lot whereas 4.6.1 does not permit any buildings, or structures within the sight line triangle.
- That 9.4.2 (a)(i) not apply to the Site, or only apply to podium of any building within the Downtown Exterior Finishes Overlay as shown on Schedule B-6.

Further details regarding the Zoning By-law Amendment are discussed in Section 5.2 of this report. A draft of the proposed Zoning By-law Amendment is included as **Appendix No. 1**.

3.3 Community Energy Initiative Analysis

The City of Guelph is committed to the United Nations Race-to-Zero campaign and has set targets for the whole community to reduce carbon emissions by 63% against the 2018 baseline by 2030, with the goal of becoming a net zero carbon community by 2050.

The Guelph Community Energy Plan (“CEP”), adopted by Council in 2007, was the first of its kind in North America. It set a target for the City to reduce energy consumption by 50% and greenhouse gas emissions by 60% on a per-capita basis over 2006 levels by 2031. In 2009, the CEP became the Community Energy Initiative (“CEI”), signaling a transition from planning into implementation. To achieve the targets of the CEI, the plan includes three components:

- Build a community organization to co-lead CEI Implementation;
- Implement enabling activities to encourage community action; and,
- Implement specific technical actions with direct greenhouse gas reduction potential.

The Proposed Development has incorporated a variety of building and Site design features that support the City’s objectives for energy and water conservation, as identified within the 25 actions included in the CEI relating to buildings, energy systems, transportation, and industry. A summary of the applicable actions relating to the Proposed Development are noted below:

- A compact built form that efficiently uses land on a Site that is designated for residential development within the Built-up Area with access to full municipal servicing and a variety of local public transportation and active transportation opportunities;
- Provision of direct access to the street and close proximity to parks that encourage active and passive recreational opportunities;
- Identifies access to transit stops throughout the Downtown, and Guelph’s Central GO Station which promotes alternative modes of transit;
- Implementation of energy efficient building design and water efficient fixtures to conserve of natural resources.
- Low Impact Design (LID) measures will be included in the development, to help replenish the ground water and to reduce the amount of stormwater entering into the City’s pipe systems.
- Energy efficient appliances, HVAC systems and high performing windows will be provided in the development that will increase the energy efficiency of the building.
- No fossil fuels used on the project
- Micromobility ride sharing amenity for residents to support the reduction of vehicle ownership dependency

In light of the foregoing, the Proposed Development is consistent with the energy and water conservation strategies outlined in Section 3.8 and Section 4.6 of the Official Plan.

3.4 Affordable Housing Analysis

In order to address the City of Guelph's affordable housing targets, Windmill has increased their goal for affordable housing units to 30% for the private component of the Project. The affordable housing units will adhere to CMHC's and the Provincial definition of affordable housing. The Province and CMHC define affordability in the same way, as housing that costs the lesser of:

1. less than 30 percent of gross annual household income for low- and moderate-income households; or
2. at or below the average market rent of a unit in the regional market area.

In addition to the affordable housing being provided which meets CMHC's affordable housing definition, the proposed redevelopment will also assist with housing objectives through other methods. The Proposed Development will assist the City in meeting their affordable housing target by providing up to 120 affordable residential units. It will also contribute to more diverse forms of housing within the established Built-up Area, increase the general supply of housing in Guelph, and unbundle parking spaces from the rental of a unit which reduces the overall cost.

The Site is an ideal location for intensification of the land to a more compact residential development that will provide housing options for current and future residents of the City. The Proposed Development will contribute to the 50% intensification target established in the Growth Plan, and 40% intensification target currently contained in the Official Plan and 46% contained in Official Plan Amendment 80. The Proposed Development will provide residential intensification by converting a parking facility to construct approximately 401 new residential dwelling units.

The provision of approximately 401 new residential units will be provided as purpose-built rental and will provide much needed new affordable housing units and market housing stock in the City. The range in unit sizes and types will provide for a variety of housing options to accommodate a range of household compositions, including single adults, couples, and families, with direct access to public and active transportation options to reduce reliance on the single occupancy vehicle trips. The Proposed Development contributes to diversity in Guelph's housing stock with options in unit size by providing studio and compact one-bedroom units, but also providing some larger family-oriented units as well. The addition of these residential units will put downward pressure on the surrounding residential ownership and rental market by providing new options for residents in a well-connected desirable location.

In addition to providing affordable housing stock in the City of Guelph, the Proposed Development includes the unbundling of parking spaces from the rental of a residential unit. This means that renters will have the option to rent a parking space with their unit. Parking spaces are an expensive amenity that many residents of such a well-connected Site do not need. The unbundling of parking allows for choice for renters of the unit and results in the opportunity for increased affordability.

4. Planning Policy Framework

The following section sets out the relevant planning policy framework to assess the appropriateness of the proposed Official Plan and Zoning By-law Amendments in the context of provincial and local policies and regulations.

4.1 Planning Act

The *Planning Act* R.S.O. 1990, c. P.13 establishes the policy-led land use planning system for Ontario that outlines matters of provincial interest as part of municipal planning decisions and provides for statutory planning processes in Ontario.

Section 2 of the *Planning Act* identifies the breadth of matters considered as being provincial interest which a municipality must “have regard to” in carrying out its responsibility under the *Planning Act*. These matters are general in nature and broad in range. These matters are captured in more detail through the policy statements and provincial plans issued under Section 3 of the *Planning Act* and through the Official Plan of the City of Guelph which are reflected in subsequent sections of this Planning Justification Report.

Section 3(5) of the *Planning Act* requires that the decisions of municipal councils regarding the exercise of authority concerning planning matters, including decisions on *Planning Act* applications:

- (a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and,
- (b) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

The 2024 Provincial Planning Statement was issued under Section 3(5) and is applicable and relevant to the consideration of the proposed application.

4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) (“PPS”) came into effect on October 20, 2025. It is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement (2020) and a Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) while building upon housing supportive policies from both documents.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. Municipal Official Plans and Zoning By-laws implement the policies of the PPS.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Housing

Section 2.2 of the PPS outlines requirements for planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a. *“establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b. *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

Response: The Site was previously a municipal surface parking lot, i.e. Baker Street Lot and now will be intensified by the Proposed Development. This intensification is in keeping with the above Policy 2.2.b.2, 2.2.c, and 2.2.d which requires that all types of residential intensification be permitted and facilitated. The Proposed Development efficiently uses the land and existing and planning infrastructure, at a transit-supportive density. The Proposed Development will contribute to the City’s minimum housing targets and provides for new affordable homes in the City’s Downtown.

Settlement Areas

Section 2.3 of the PPS establishes policies related to settlement areas.

Policy 2.3.1.1 states that settlement areas shall be focus of growth and development. Policy 2.3.1.2 states that land use patters within settlement areas should be based on densities and a mix of land uses which:

- a. *“efficiently use land and resources;*
- b. *optimize existing and planned infrastructure and public service facilities;*
- c. *support active transportation;*
- d. *are transit-supportive, as appropriate; and*
- e. *are freight-supportive.”*

Response: The Proposed Development is located within an existing settlement area, which are areas intended to be the focus of future growth and development. The Proposed Development is a high-density built for which make efficient use of land and existing infrastructure within a Downtown Area. The Proposed Development includes provision for active transportation by providing bike parking spaces, and provides transit-supportive density in close proximity to higher order transit.

Strategic Growth Areas and Major Transit Station Areas

Section 2.4 of the PPS discusses policies related to Strategic Growth Areas and Major Transit Station Areas (MTSA). The Site is located Downtown Guelph which is a Strategic Growth Area and Major Transit Station Area.

Policy 2.4.1.2 provides direction for strategic growth areas to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development. To achieve these goals, strategic growth areas should be planned:

- a. to accommodate significant population and employment growth;
- b. as focal areas for education, commercial, recreational, and cultural uses;
- c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d. to support affordable, accessible, and equitable housing.

Policy 2.4.2.2 requires that within an MTSA that is served by commuter or regional rail, such as Guelph's MTSA, planning authorities shall plan for a minimum density target of 150 residents and jobs per hectare.

Policy 2.4.2.3 encourages planning authorities to promote development and intensification within MTSA's where appropriate by:

- a. planning for land uses and built form that supports the achievement of minimum density targets; and
- b. supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

Response: The Proposed Development represents a significant intensification of a surface parking lot within the City's Strategic Growth Area and MTSA. It will provide approximately 401 units, 30% of which are targeting to be affordable housing. Paired with the new Central Public Library and public squares also on the Site, the Proposed Development contributes to the achievement of Downtown Guelph becoming a complete community.

Energy Conservation, Air Quality and Climate Change

Section 2.9.1 provides a policy that helps reduce greenhouse gas emissions and prepare for the impacts of climate change. It requires approaches the development that:

- a. support the achievement of compact, transit-supportive, and complete communities;
- b. incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- c. support energy conservation and efficiency;
- d. promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- e. take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Response: The Proposed Development represents a compact, transit-supportive development that contributes to a complete community. As discussed in section 3.3 of this report, the Proposed Development includes provisions for low impact design, and provides for active

transportation facilities for all residential units. Overall, the Proposed Development helps achieve the objectives in Section 2.9.1 of the PPS.

PPS Consistency

In light of the foregoing, the Proposed Development is consistent with the PPS policies with respect to residential development and intensification as the proposal efficiently utilizes land within a designated settlement area, strategic growth area, and MTSA with access to available municipal infrastructure, public transit, and services/amenities located within the City of Guelph. The Proposed Development will contribute to the diversification of the available housing stock within the community through the provision of studio, one- and two-bedroom units located where existing infrastructure is available. The Proposed Development also contributes to a healthy and active community by providing active transportation opportunities, and public open space.

4.3 City of Guelph Official Plan

The Proposed Development is guided by the City of Guelph's applicable policies and guidelines, including the City of Guelph Official Plan, and Urban Design Manual.

The Site is located within the City's built-up area, the Downtown Urban Growth Centre, and Protected Major Transit Station Area. It is designated 'Mixed Use 1'.

City of Guelph Official Plan

The City of Guelph Official Plan ("Official Plan") was adopted by the Council of the City of Guelph in 1994 and approved by the Ministry of Municipal Affairs and Housing in 1995. The Official Plan was comprehensively updated in 2001 and more recently through the following City-initiated Official Plan Amendments:

- Official Plan Amendment No. 39 ("OPA 39") Growth Plan Conformity (approved by the Ministry of Municipal Affairs and Housing in November 2009);
- Official Plan Amendment No. 42 ("OPA 42") Natural Heritage Strategy (approved by the Ontario Municipal Board in June 2014); and,
- Official Plan Amendment No. 48 ("OPA 48") Final Phase of the Five-year Review (approved by the Ontario Municipal Board in October 2017).
- Official Plan Amendment No. 80 ("OPA 80") Update to conform to provincial plans and policies (approved by the Minister of Municipal Affairs and Housing on April 11, 2023).
- Official Plan Amendment No. 106 ("OPA 106") Update to Downtown Building Heights and Built Form Standards for Tall Buildings (approved by Council April 8, 2025, and subsequently approved by OLT August 25, 2025).

Downtown: the Urban Growth Centre and protected Major Transit Station Area

The Site is located within the designated 'Urban Growth Centre' and Major Transit Station Area as identified on *Schedule 1a: Urban Structure* (Figure 4). Section 3.5 of the Official Plan provides policy direction for the Urban Growth Centre and protected Major Transit Station Area and is generally referred to as "Downtown".

Section 3.5.2.1 states that Downtown will continue to be a focal area for investment in office-related employment, commercial, recreational, cultural, entertainment and institutional uses while attracting a significant share of the City's residential growth.

The Downtown will be planned and designed to:

- a. *“Achieve a minimum density target of 150 people and jobs combined per hectare by 2031, 175 residents and jobs combined per hectare by 2041, and 200 residents and jobs combined per hectare by 2051.*
- b. *Serve as a high density major employment area that will attract provincially and potentially nationally and internationally significant uses;*
- c. *Provide for residential development, including affordable housing and additional residential units, major offices, commercial and appropriate institutional development to promote transit supportive densities, live/work opportunities and economic vitality in Downtown;*
- d. *Maintain, enhance and promote cultural heritage resources, the Natural Heritage System, unique streetscapes and landmarks within Downtown;*
- e. *Develop additional public infrastructure and services; public open space; and tourist, recreational, entertainment, and cultural facilities within Downtown;*
- f. *Accommodate a major transit station and associated multi-modal transportation facilities within Downtown, which facilitates both inter and intra-city transit service; and*
- g. *Achieve multi-modal access to the major transit station by providing infrastructure to support active transportation, including sidewalks, bicycle lanes, secure bicycles parking and commuter pick-up/drop-off areas.”*

Response: The Proposed Development replaces a surface parking lot in the Downtown with a high density mixed-use development which will provide for additional residential development, commercial, and public open space. The Proposed Development provides for bicycle parking and pedestrian connectivity to the surrounding area achieving access to the Guelph Central Station which is the hub for local and regional transit. The Proposed Development will achieve a density of approximately 375 units/hectare contributing to the City's density targets. The Proposed Development also includes the provision of affordable housing which is highly encouraged within the Downtown.

Downtown Secondary Plan ‘Mixed Use 1’ Land Use Designation

The Site is located within the City's Downtown Secondary Plan Area (Figure 4). The Principles of the Downtown include:

1. Celebrate What We've Got
2. Set the Scene for Living Well Downtown
3. A Creative Place for Business
4. We Come Together Here
5. Reconnect with the River
6. Make it Easy to Move Around
7. Embody Guelph's Green Ambitions

8. Build Beautifully

Section 11.1.3.5 specifically discusses the Baker Street property and states that the development of the Baker Street Property, as identified on Schedule C, will be a model for mixed-use projects with uses such as a new central library, public open space and public parking, along with new private sector residential and commercial uses. An Urban Design Plan Master Plan for these lands shall be required in accordance with 11.1.7.3.9 of the Downtown Secondary Plan.

Response: The Proposed Development aims to achieve the Downtown core principles. It respects the existing heritage features of Downtown, it contributes to a complete community with places to live, work, and play through the residential towers, commercial spaces at the ground floor, and two public open spaces. The Proposed Development focuses on the use of active transportation such as walking and biking around the Site and Downtown.

An Urban Design Master Plan (“UDMP”) was prepared for the Baker District Redevelopment through collaboration with Windmill Developments and the City to ensure the Proposed Development will be built to a high standard and achieve the goals of the Site and contribute to the overall goals of the Downtown.

The UDMP follows the Terms of Reference outlined by the City of Guelph. The Plan’s contents were developed in partnership with the City of Guelph in order for the urban design elements of the development to be evaluated. The vision for the UDMP is for the Baker District to “be a thriving community hub that is physically, socially, and environmentally connected to Guelph’s urban fabric.” The overarching goals of the UDMP are to generally increase Downtown visitation and residential population, improve pedestrian and cyclist connectivity, and establish new architectural landmarks. The Proposed Development achieves the goals within the UDMP.

Downtown Secondary Plan Land Use and Built Form

The Site is designated ‘Mixed Use 1’ in the City of Guelph’s Downtown Secondary Plan on Schedule C Downtown Secondary Plan Land Use Map (Figure 8).

Section 11.1.7.2 establishes general built form and site development policies. Policy 11.1.7.2.1 references Schedule D which illustrates the permitted height ranges for buildings Downtown. The Site is permitted to include buildings in the range of 5-15 storeys according to Schedule D (Figure 9).

Policy 11.1.7.2.3 outlines the built form policies that apply to Downtown. They require that generally building be oriented towards and have their main entrance on a street or open space (a). They also require long building be broken up visually (b), and that balconies be recessed or integrated into the building façade (d). Mechanical penthouses must be screened and integrated into the design of buildings (c). Residential pick-up/drop-off areas or laybys should be avoided on primary streets such as Wyndham (e). Residential units on the ground floor with patio should be raised to provided private where appropriate (f). All buildings should be finished with high quality enduring materials. Materials that do not age well are discouraged (g). Finally, perceived mass and shadow impacts shall be moderated through limited floorplate size and height transitions (h)

Policy 11.1.7.2.4 outlines policies related to parking and loading. Generally, parking and loading is to be located away from Primary Streets, and within underground or above-ground structures.

Parking within above-ground structures shall generally contain active uses on the ground floor subject to technical considerations. Entrances into parking facilities shall be integrated into the design of the building.

Mixed Use 1 areas are intended to accommodate a broad range of uses in a mix of high compact development forms. Uses permitted in Mixed Use 1 Areas include but are not limited to retail and service uses, apartment and townhouse dwellings, live/work uses, offices, community services, institutional uses, parks and urban squares.

The Proposed Development is designated Mixed Use 1 Areas and is required to be development to a minimum Floor Space Ratio of 1.5.

Policy 11.1.7.4 provides policies related to active frontages on key streets such as Wyndham Street. This policy notes that retail and service uses should be located on the ground floor (a), building shall contribute to a continuous street wall of 3 storeys or taller with minimal gaps between buildings (c), retail store entrances shall contribute to an active public realm and give the street wall visual rhythm (d) and a large portion of the street-facing façade be glazed (e).

Built form policies for Mixed Use 1 Areas also require:

- Building generally be built close to the front property line (11.1.7.3.5)
- Buildings taller than 4 storeys shall generally have a setback above the fourth storey in the range of 3-6 metres (11.1.7.3.6)
- Buildings should have detailed and well articulated street level facades with high quality materials and avoid blank walls facing a street or public open space (11.1.7.3.7)
- Entrances to non-residential uses shall be flush with sidewalks (11.1.7.3.8)
- An Urban Design Master Plan be prepared for the Baker Street Property

Schedule D: Downtown Secondary Plan Maximum & Minimum Building Heights establishes the heights permissions within the Downtown Area (Figure 9). This map was amended as part of OPA 106. According to this map, the permitted heights for the Site is 24 storeys, with the portion within the Protected View Corridor permitting 6 storeys.

Response: The Proposed Development includes a mixed-use building containing two towers ranging in height between 17-19 storeys. The proposed Zoning By-law Amendment related to building height is in keeping with the recently approved OPA 106 which increased permitted building heights for the Site to 24 storeys. Therefore, the Proposed Development is in conformity with the Official Plan in this regard.

The Proposed Development is designed to meet the intent of Official Plan policy 11.1.7.2.3 and 11.1.7.2.4. Wyndham Square is intended to draw people into the Site with commercial units lining the square on the first floor of the North Tower. The two-tower design with the podium bridge is intended to break up the building facades visually. Loading and pick up/drop off areas as well as the access to the parking garage are located internally to the Site away from Wyndham Street. The parking garage is located below ground and on the second through fourth floors reserving active uses such as commercial, residential, and residential amenity uses on the first floor. High quality enduring masonry materials are proposed on the podium of the building. The street level façade will be detailed and well-articulated with a large portion of the street-facing façade being glazed.



City of Guelph Official Plan Schedule 1a:
Urban Structure

Figure
4

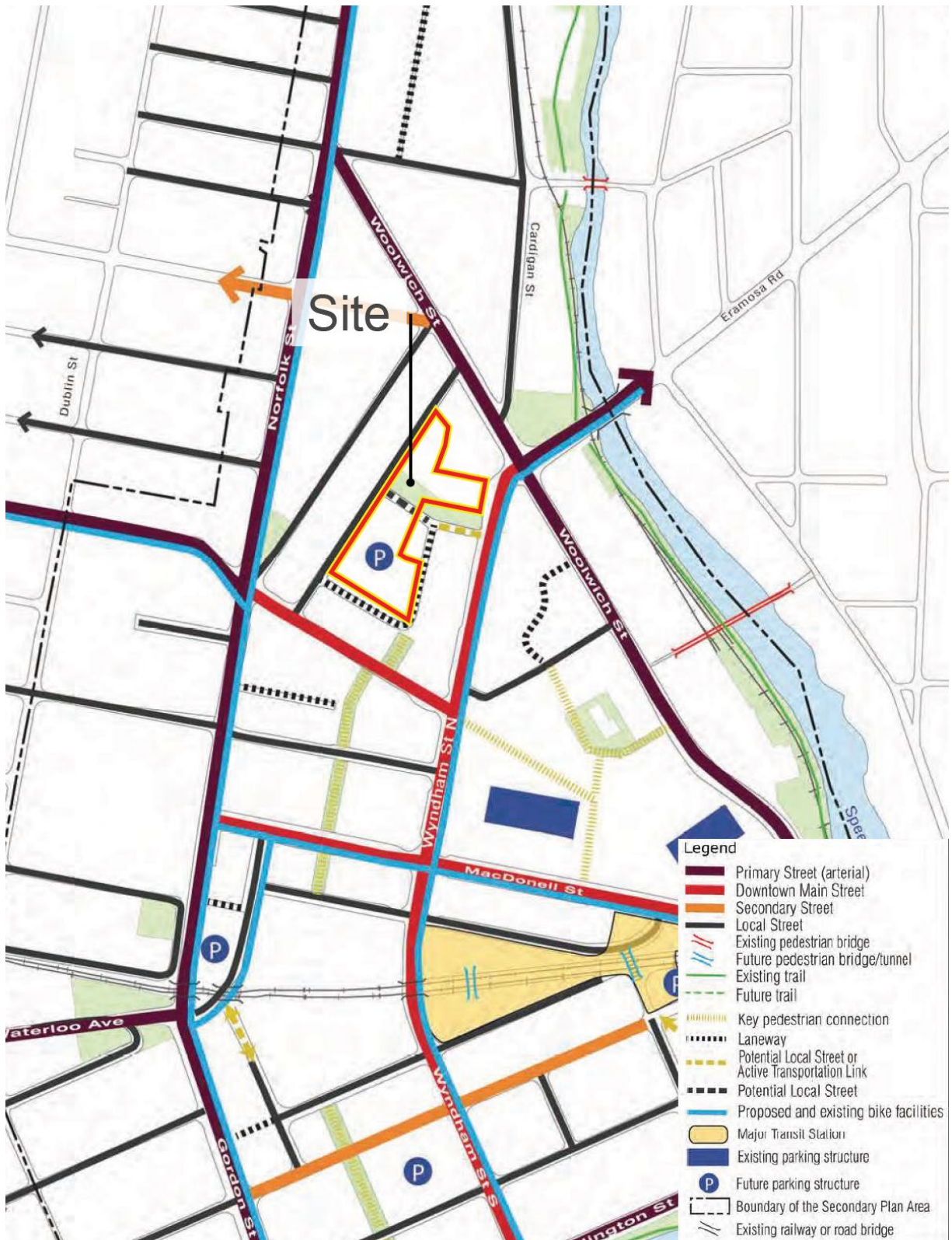
Source: City of Guelph Official Plan Schedule 1a, Urban Structure (2024)





Urban Design Master Plan Concept
 Source: Baker District Redevelopment Urban Design Master Plan Guelph (2025)

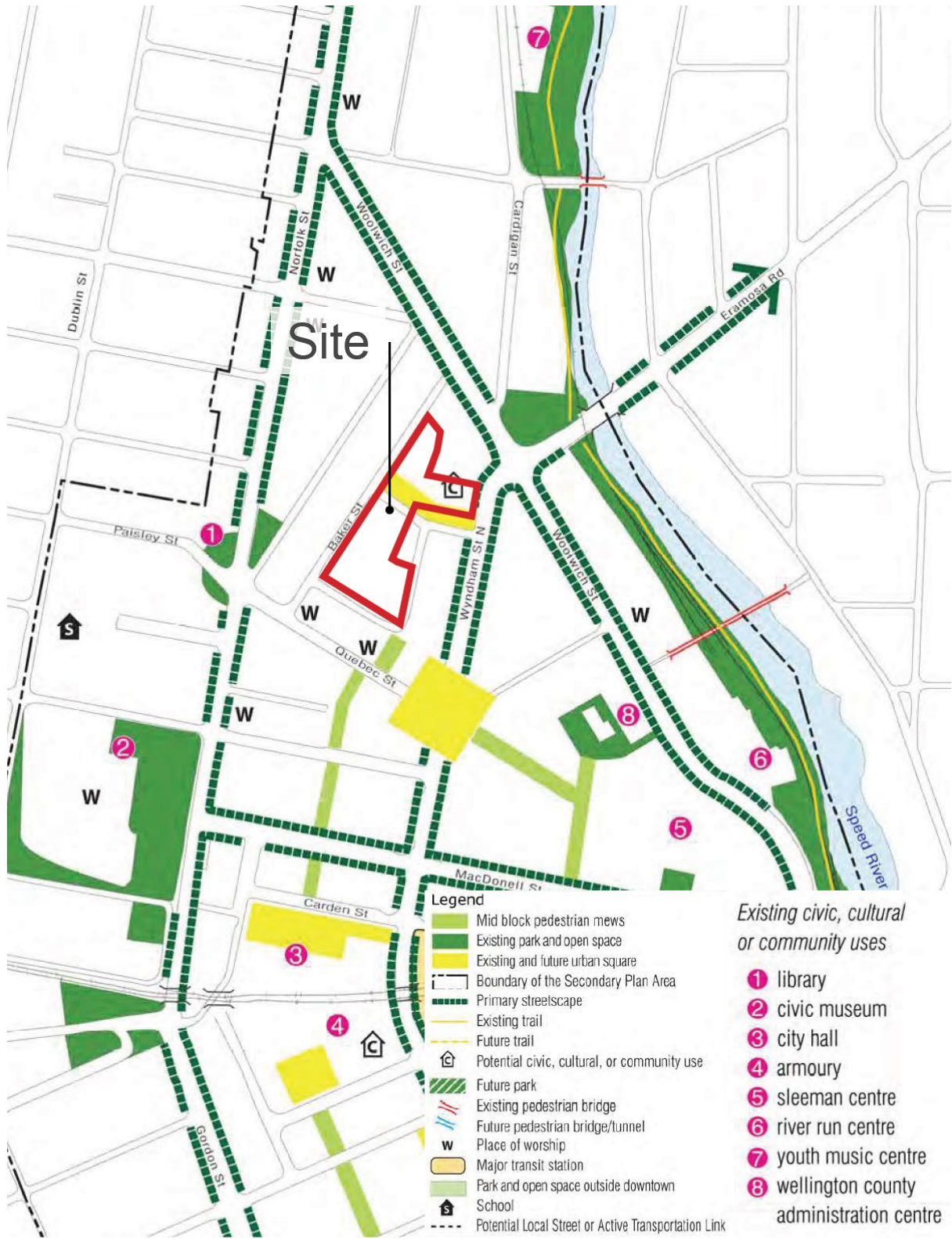
Figure
5



Schedule A: Downtown Secondary Plan
Mobility Plan

Figure
6

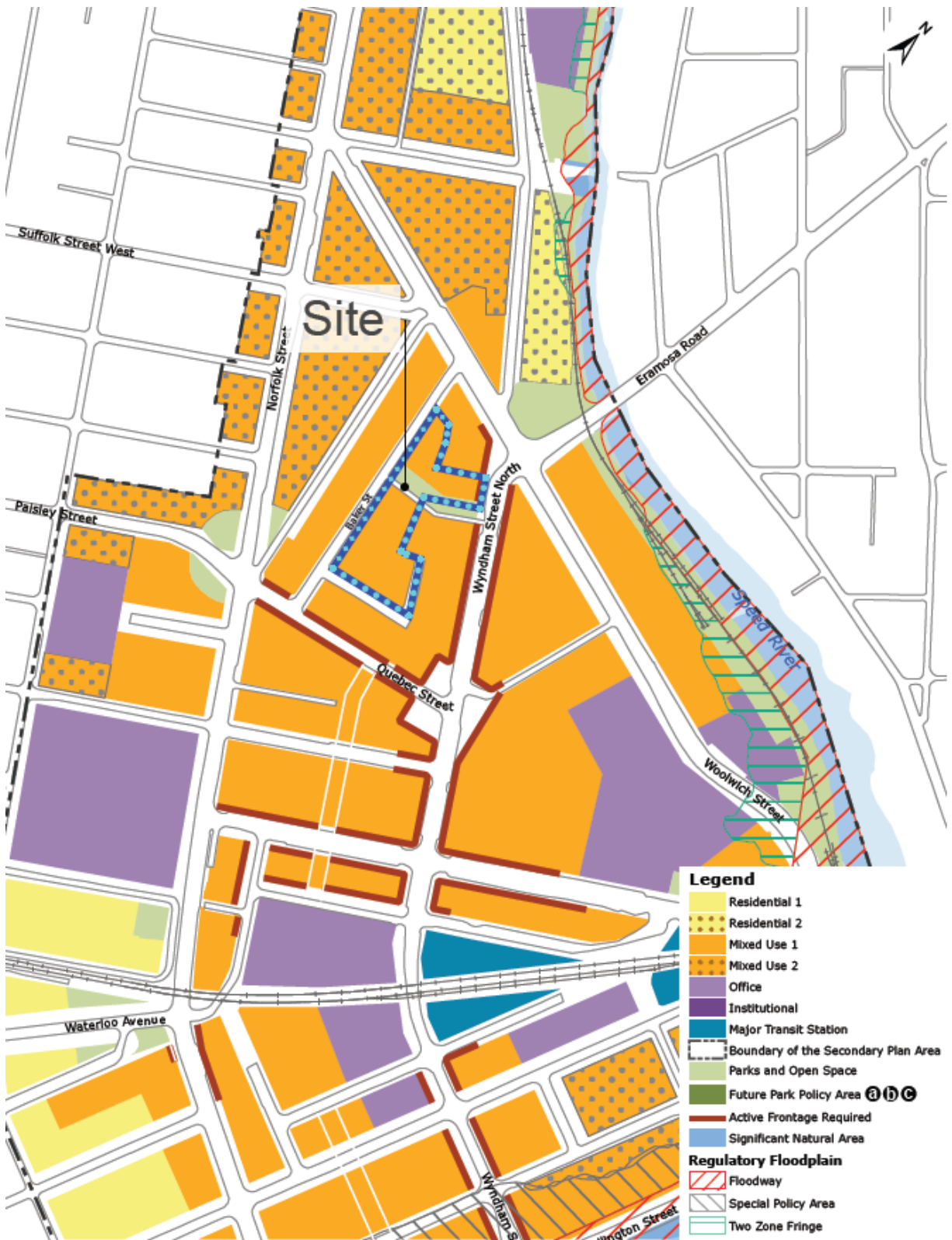
Source: City of Guelph Official Plan, Secondary Plan Schedule A (2024)



Schedule B: Downtown Secondary Plan
Public Realm

Source: City of Guelph Official Plan, Secondary Plan Schedule B (2024)

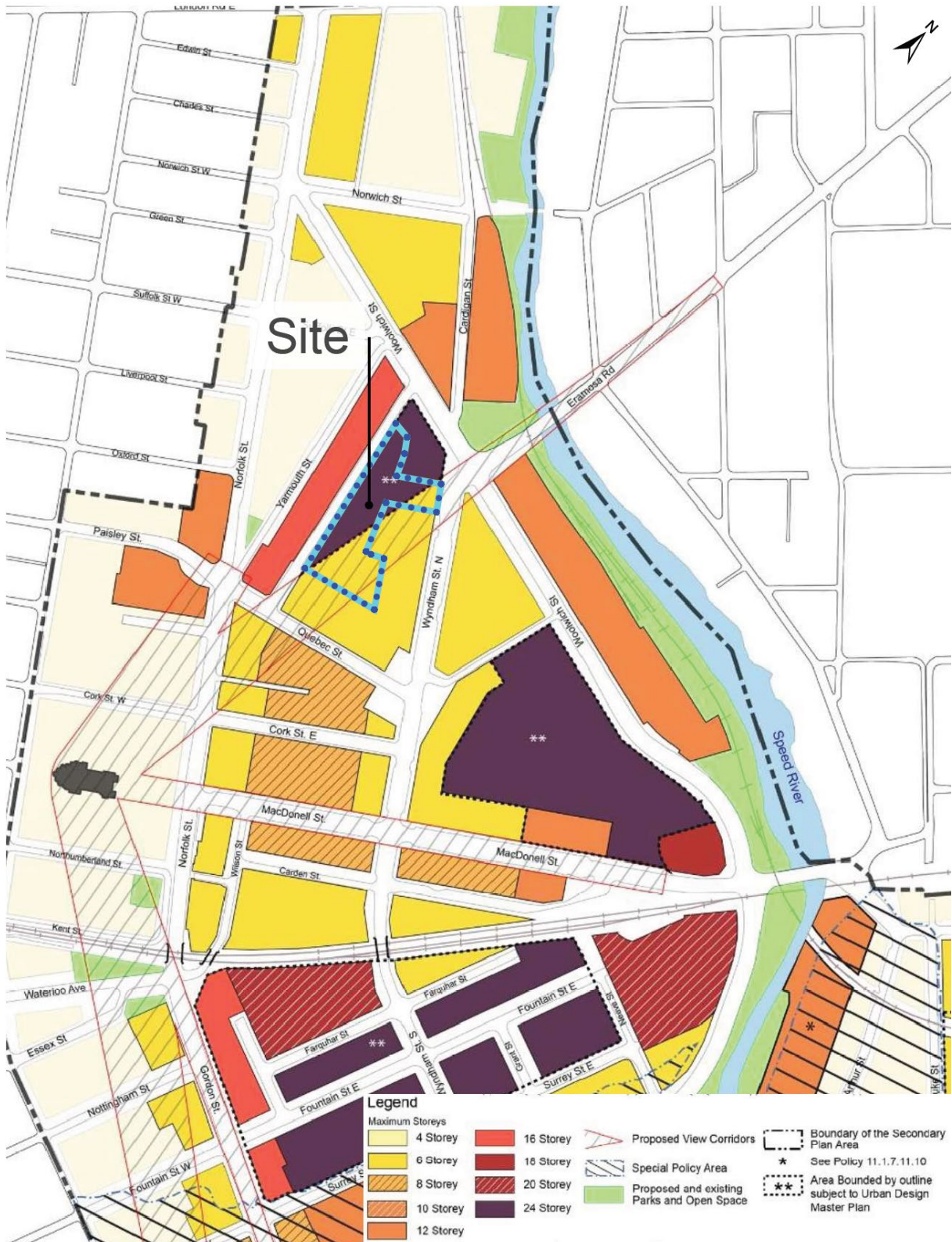
Figure
7



Schedule C: Downtown Secondary Plan Land Use

Source: City of Guelph Official Plan, Secondary Plan Schedule C (2024)

Figure 8



OPA 106 Schedule D: Downtown Secondary Plan
Maximum Building Heights

Source: City of Guelph Official Plan Amendment, Schedule D (2025)

Figure
9

4.4 City of Guelph Zoning By-law

4.4.1 Zoning By-law (2023)-20790

As of February 6th, 2024, the Comprehensive Zoning By-law (2023)-20790 is in force and effect except for the areas and sections under appeal at the Ontario Land Tribunal (“OLT”). The Site was previously subject to a Zoning By-law Amendment which was approved by Council on December 12th, 2023.

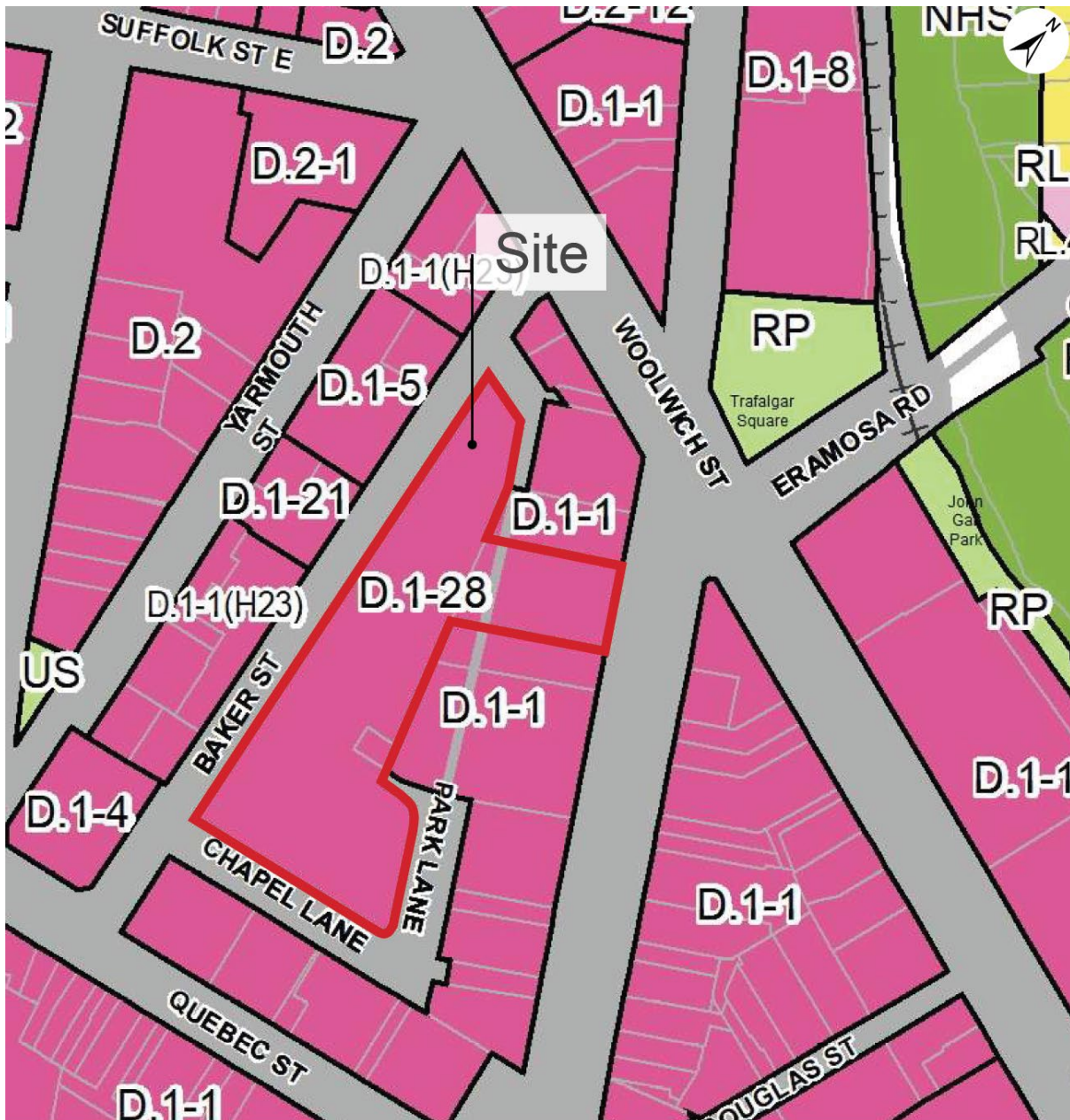
In Zoning By-law (2023)-20790 and per the approved Zoning By-law Amendment, the Site is currently zoned Specialized Downtown 1 (D.1-28) Zone according to Schedule A, Map 36 (Figure 10).

The Site is also located within Schedule B-1, B-4, and B-5 which establishes the “Older Built-up Area of the City”, “Minimum and Maximum Building Heights” and the “Active Frontage Area”, respectively (Figures 11, 12 & 13).

Several site-specific regulations apply to the Site including:

- Additional permitted uses of parking facility and stacked townhouses
- Location and distribution of height and public open space on the Site
- Maximum exterior side yard
- Floorplate ratio
- Minimum setback
- Minimum tower separation
- Off-street parking ratios
- Parking aisle widths
- Parking space dimensions
- Minimum parking structure grades
- Rooftop mechanical regulations applicability
- Stair exit structures

Zoning regulations for the D.1 zone not related to the above noted special regulations apply to the Site.



<p>Residential Zones</p> <ul style="list-style-type: none"> RL.1 (Low Density Residential 1) RL.2 (Low Density Residential 2) RL.3 (Low Density Residential 3) RL.4 (Low Density Residential 4) RM.5 (Medium Density Residential 5) RM.6 (Medium Density Residential 6) RH.7 (High Density Residential) <p>Mixed-Use Zones</p> <ul style="list-style-type: none"> CMUC (Commercial Mixed-Use Corridor) MUC (Mixed-Use Corridor) NCC (Neighbourhood Commercial Centre) 	<p>MOCC (Mixed Office/Commercial)</p> <ul style="list-style-type: none"> MOCC (Mixed Office/Commercial) <p>Commercial Zones</p> <ul style="list-style-type: none"> CC (Convenience Commercial) SC (Service Commercial) <p>Downtown Zones</p> <ul style="list-style-type: none"> D.1 (Downtown 1) U.2 (Downtown 2) D.3 (Downtown 3) D.3a (Downtown 3a) <p>Employment Zones</p> <ul style="list-style-type: none"> B (Industrial) 	<p>BP (Corporate Business Park)</p> <ul style="list-style-type: none"> BP (Corporate Business Park) IRP (Institutional/Research Park) MB (Mixed Business) EMU (Employment Mixed-Use) <p>Institutional Zones</p> <ul style="list-style-type: none"> NI (Neighbourhood Institutional) L1 (Major Institutional 1) L2 (Major Institutional 2 - University of Guelph) <p>Open Space, Golf Course and Park Zones</p> <ul style="list-style-type: none"> OS (Open Space) 	<p>GC (Golf Course)</p> <ul style="list-style-type: none"> GC (Golf Course) US (Urban Square) NP (Neighbourhood Park) CP (Community Park) RP (Regional Park) <p>Natural Heritage System Zone</p> <ul style="list-style-type: none"> NHS (Natural Heritage System) <p>Major Utility Zone</p> <ul style="list-style-type: none"> U (Major Utility) 	<p>Urban Reserve Zones</p> <ul style="list-style-type: none"> UR.1 (Urban Reserve 1) UR.2 (Urban Reserve 2) <p>Zoning Suffixes</p> <ul style="list-style-type: none"> H (Holding Symbol) PA (Parking Adjustment) CDA (Current Development Application) OLT (Ontario Land Tribunal)
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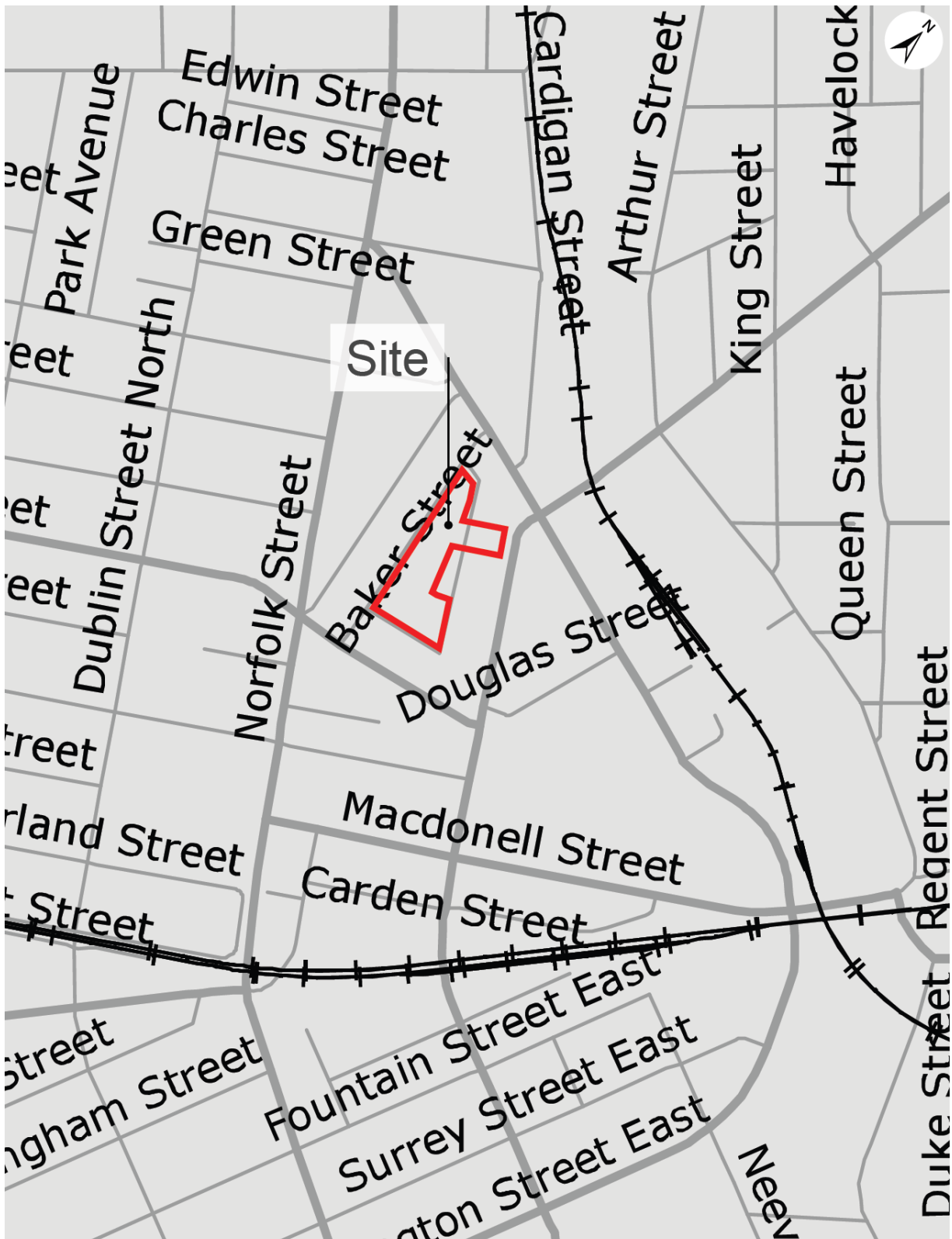


Defined Area Map 36 from Zoning By-law Amendment

Figure

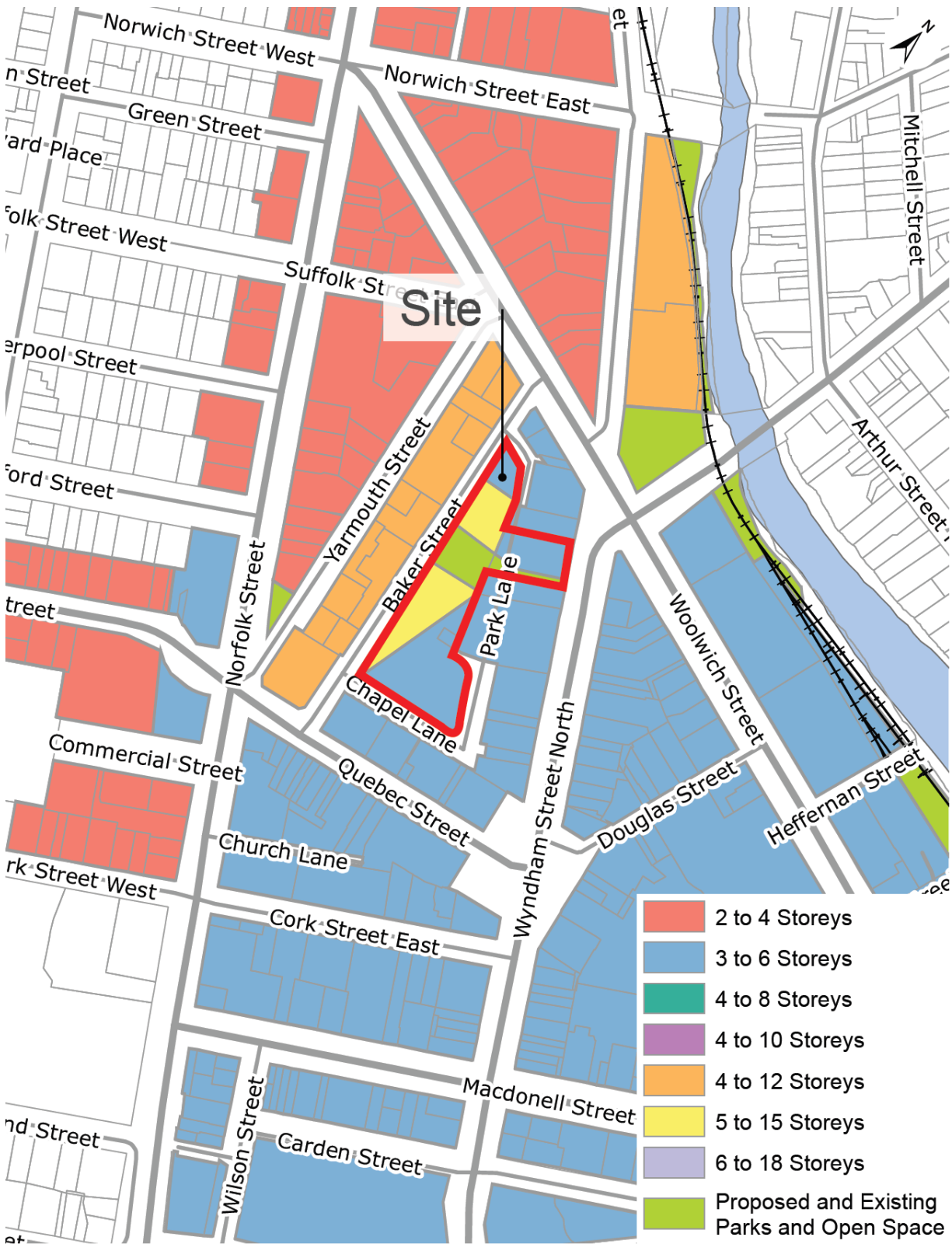
10

Source: City of Guelph Zoning Bylaw Schedule A: Defined Area Map 36 (2023)



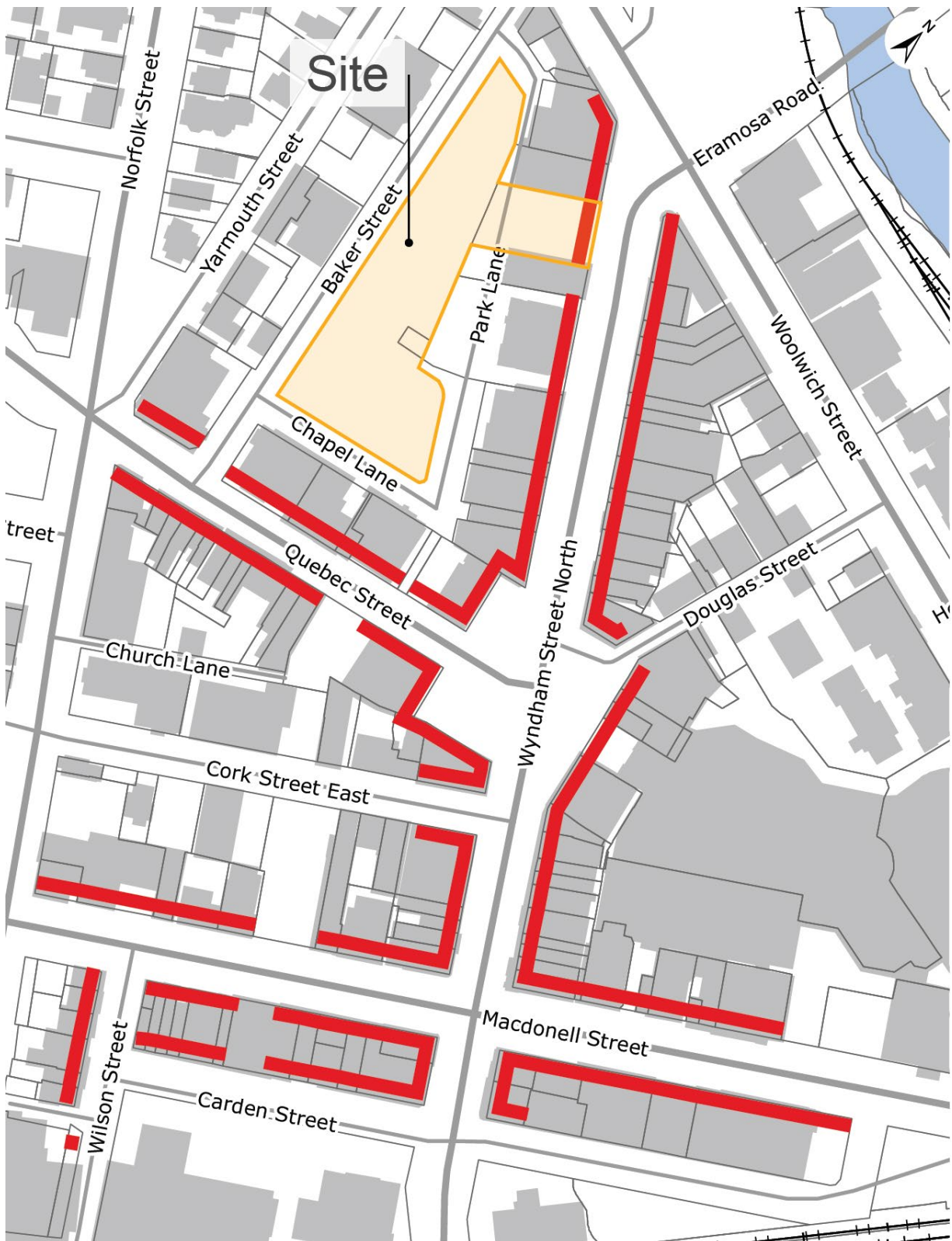
Zoning Schedule B-1: Older Built-Up Area Map
 Source: City of Guelph Zoning Bylaw Schedule B-1: Older Built Up Area Overlay (2023)

Figure
11



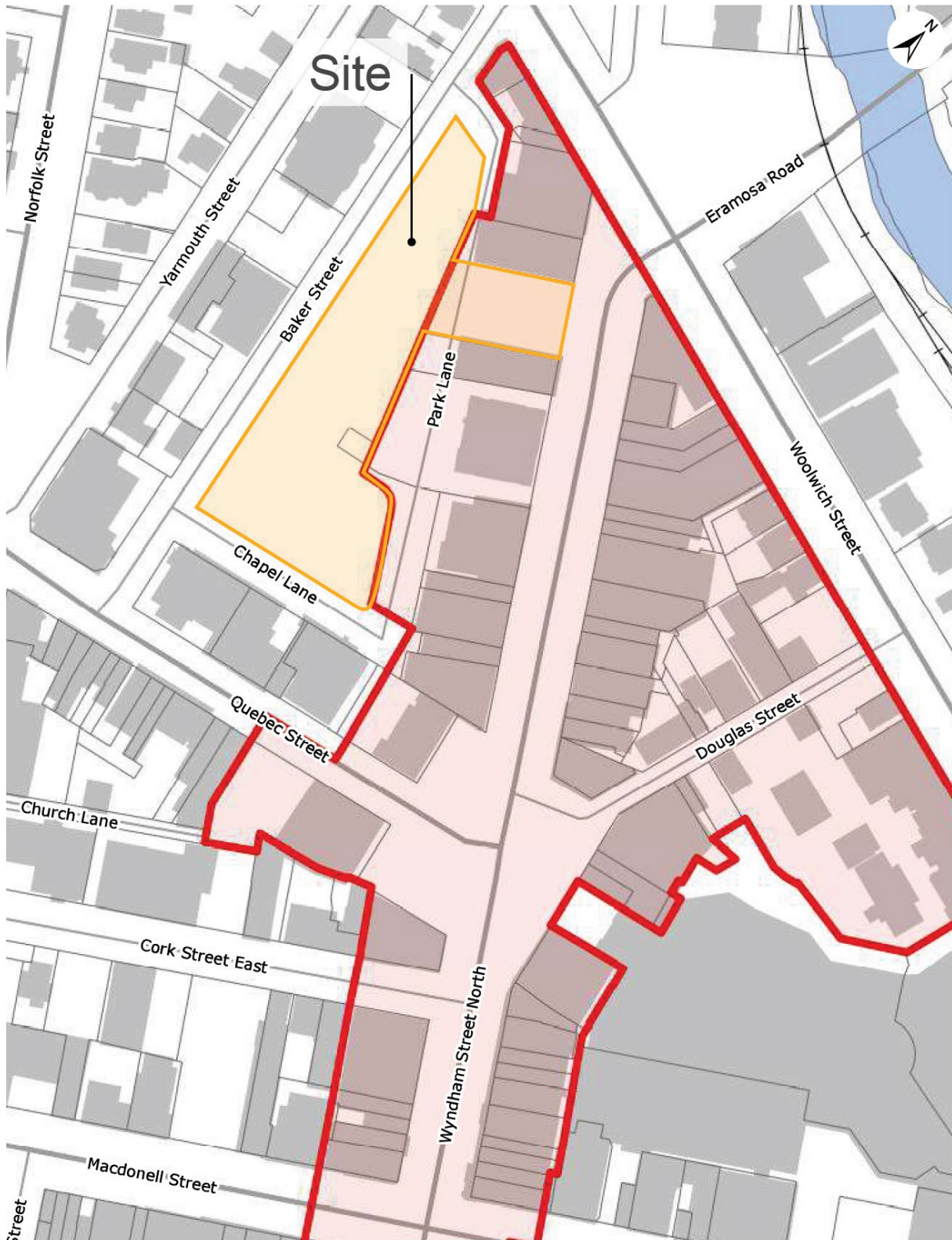
Zoning Schedule B-4: Downtown Height Map
 Source: City of Guelph Zoning Bylaw Schedule B-4, Downtown Height Overlay (2023)

Figure
12



Zoning Active Frontage Map
 Source: City of Guelph Zoning Bylaw Schedule B-5,
 Downtown Active Frontage Area Overlay (2023)

Figure
13



Zoning Schedule B-6: Downtown Exterior
Finishes Overlay

Source: City of Guelph Zoning Bylaw Schedule B-6, Downtown Exterior
Finishes Overlay (2023)

Figure

14



5. Proposed Amendment

The following sections will outline the requested Zoning By-law specialized regulations under Zoning By-law (2023)-20790.

5.1 Proposed Zoning By-law Amendment (2023)-20790

The Zoning By-law Amendment proposes to zone the Site to a 'Specialized Downtown 1 (D.1-xx) zone with site-specific zoning regulations. The Zoning By-law Amendment proposes to add the site-specific zoning regulations to the Site as follows:

- Permit a building height of 24 storeys outside of the Protected View Corridor, whereas Table 9.4 requires compliance with Schedule B-4 which shows a building height of 3-6 storeys on part of the Site, and 5-15 storeys on another part.
- Permit a floorplate length to width ratio of 1.9:1 for the North Tower whereas 18.14.30.2.3 permits a length to width ratio of 1.8:1 for the North Tower.
- Permit a hydro transformer within the sight line triangle on a corner lot whereas 4.6.1 does not permit any buildings, or structures within the sight line triangle.
- That 9.4.2 (a)(i) not apply to the Site, or only apply to podium of any building within the Downtown Exterior Finishes Overlay as shown on Schedule B-6.

A draft of the proposed Zoning By-law Amendment is included as **Appendix No. 1**.

5.2 Rationale for Site-Specific Zoning By-law Provisions

A summary of the proposed site-specific regulations for the Proposed Development and the rationale for the requests is provided below.

Building Height

Zoning By-law (2023)-20790 must be amended to facilitate the Proposed Development. The proposed amendments are described as follows:

- Permit a maximum building height of 24 storeys for the portion of the Site outside of the Protected View Corridor, whereas Table 9.4 requires compliance with Schedule B-4 which shows a building height of 5-15 storeys on some portions of the Site and 3-6 storeys on other portions in Zoning Bylaw (2023)-20790.

Justification

The redevelopment of the Baker District is a major intensification project in the heart of Downtown Guelph. The proposed amendment to the building heights shown in Schedule B-4 in the Zoning By-law is a result of the evolving Official Plan policy direction and respective design of the Site. Overall, the Proposed Development provides a variation in building heights across the Site and Public Open space. The configuration and design of the building on the Site provides interesting and appealing architecture while breaking up the massing of the buildings to vary the skyline. OPA 106, initiated by the City and approved by Council permits up to 24 storeys for the Site. The proposed Zoning By-law amendment implements the Official Plan

permitted height for the Site which is aligned with the City's goals and objectives set out in the Official Plan and OPA 106.

Currently the Proposed Development includes a 17- and 19-storey building which will not exceed the height permissions sought through the site-specific Zoning By-law Amendment for 24 storeys.

Sight Line Triangle

Similarly to the front yard setback regulation, the need for essential infrastructure for the proposed development results in an amendment being required to the Zoning By-law. Relief from the Zoning By-law related to sight line triangles includes:

- Permit a structure within the sight line triangle on a corner lot whereas 4.6.1 does not permit any buildings, or structures within the sight line triangle.

Justification

The structure proposed within the sight line triangle is a hydro transformer which is 1.9m in height. It is proposed to be located close to Park Lane between the street and the building partially within the sight line triangle. As discussed in the previous section, Park Lane represents a small portion of frontage for the Site, and acts as the side of the building with Baker Street and Wyndham Street acting as the front "active" sides of the building. The proposed location of the hydro transformer provides needed access to the infrastructure without disrupting the internal function of the Site or aesthetic of the more prominent and active Baker and Wyndham streets.

Floorplate Ratio

The current permissions for floorplate ratio were approved through the Zoning By-law Amendment in December 2023. The approval Since then, modification have been made to the design of the building. As such, a further amendment is requested to the floorplate ratio to the effect of:

- Permit a floorplate ratio of 1.9:1 for the North Tower whereas 18.14.30.2.3 permits a length to width ratio of 1.8:1 for the North Tower.

Justification

The purpose of the floorplate ratio regulation is to avoid buildings that are overly long and bulky. The original proposal required an amendment to the Zoning By-law regulation because it proposed a very thin building which impacted the length to width ratio despite the width of the building being reasonably sized. The same principle applies to the current proposal, however, now the North Tower is even thinner due to the removal of one residential unit from the eastern end of the floorplate, thus requiring a further amendment to the length to width ratio regulation.

The Proposed Development maintains the design intention to provide a slim building that responds to the unique shape of the Site. The northern portion of the Site is narrow resulting in a slim, elongated floorplate. The impact of the building length is reduced through its kink in the northeast direction, and through the proposed rich articulation of its facade. Such interventions ensures that the building will be designed in such a way that the floorplate ratio modifications will not negatively impact the pedestrian experience.

Exterior Finishes

A small portion of the Site is identified within the Exterior Finishes Overlay Schedule B-6 of the Zoning By-law. Regulation 9.4.2(a)(i) requires that:

- (a) All visible walls of any building within the Downtown Exterior Finishes Overlay, as shown on Schedule B-6 shall be constructed of transparent glass and coursed masonry and/or such materials which replicate coursed masonry as specified in Section 9.4.2(a)(i).
 - i. Exterior facades: Coursed masonry and/or materials which replicate coursed masonry (except plan, uncoloured concrete).

The proposed amendment is as follows:

- That 9.4.2 (a)(i) not apply to the Site, or only apply to the podium of any building within the Downtown Exterior Finishes Overlay as shown on Schedule B-6 for the Site.

Justification

The Urban Design Master Plan outlines the design intention of the buildings which the Proposed Development must adhere to. As discussed in the UDMP, the scale and material palette of the new buildings will respect the character of the Downtown's historic fabric and surrounding buildings. The podium in particular speaks to the masonry heritage of the City. Masonry will be used on the entirety of the podium. An Exterior Insulation and Finishing System ("EIFS") is proposed for the tower portions of the building.

The zoning regulation requires that masonry or such materials which replicate coursed masonry be used for all visible walls of any building within the Downtown Finishes Overlay. The use of masonry materials on the podium provides for the high-quality enduring look consistent with the historic buildings Downtown and makes for an attractive street wall at the ground level and perceived building as a pedestrian or as one drives past the building. EIFS on the tower portion will be relatively unperceived at the pedestrian scale and will complement the podium elements of the buildings.

While building materials play a role in the aesthetics of a building, other design choices also impact the visual aspect of a building such as colour variation within a material, recess and articulation of the building, and so on. The UDMP as well as the Site Plan Approval process ensures the building will be designed to meet the City's objectives for the Downtown despite the proposed amendment seeking relief from the prescriptive regulation that encompasses the entire building including the tower portion.

6. Summary and Conclusion

6.1 Summary

GSP Group Inc. (“GSP”) has been retained by Baker Street Development Inc. to prepare a Planning Justification Report in support of a proposed two-tower mixed-use development on the property municipally known as 55 Baker Street & 152, 160 Wyndham Street North within the City of Guelph (“Site”).

To facilitate the Proposed Development, an application for Zoning By-law Amendment is required. The purpose of the amendment is proposed to establish site-specific zoning regulations relating to building heights, sight line triangles, building floorplate ratio, and exterior finishes.

6.2 Conclusion

The Proposed Development satisfies the Provincial and municipal goals and objectives for the City of Guelph, as the Proposed Development:

- Consistent with the relevant PPS policies and conforms with the strategic initiatives and objectives of the Guelph Official Plan;
- Supports the broader growth and intensification directives for development by the Province and City, as the development represents a compact built-form that efficiently utilizes land with access to full municipal servicing, and is located within Built-up Area of Guelph with access to a mixture of retail, commercial, service, entertainment businesses, and public open space that support a complete community;
- Represents an intensification of an underutilized lot in Guelph’s Downtown area which will result in a net gain of approximately 401 residential units within the City, up to 30% of which will be affordable housing;
- Is transit-supportive with access to a variety of public transit routes that provide access to the City and greater geographical area, and contains elements associated with Transportation Demand Management (“TDM”) principles, including sidewalks on Baker Street;
- Identifies a range of unit sizes including studio, one- and two-bedroom units diversifying housing choice in Guelph, and providing for residential units suitable for individuals, and families; and,
- Identifies a compatible development form with a compact building footprint that fits with the surrounding area context and is consistent with the Baker District Redevelopment Urban Design Master Plan.

The Proposed Development will provide a development form that optimizes the use of the land and existing municipal services while providing housing opportunities and complementary commercial and open space uses within the Built-up Area that better reflect Provincial policy direction for intensification of residential land within the City of Guelph. In our opinion, the

Proposed Development contributes to the broad housing objectives and policies of the PPS and Guelph Official Plan and is appropriate and represents good land use planning

Respectfully submitted,



Hugh Handy, MCIP, RPP
Vice President



Charlotte Lewington, MCIP, RPP
Planner

Appendix No. 1: Draft Zoning By-law Amendment

1. Schedule A Map No. 36 in Zoning By-law (2023)-20790 is hereby amended by changing the Zone on the property shown on **SCHEDULE A Map No. 36** from 'Specialized Downtown 1 (D.1-28)' to 'Specialized Downtown 1 (D.1-XX)'.

18.14.24.#

D.1-XX

55 Baker Street & 152, 160 Wyndham Street North
As shown on Schedule A, Map 36 of this By-law.

18.14.24.#

Building Height

Notwithstanding Table 9.4 a building height of 24 storeys is permitted outside of the Protected View Corridor where Schedule B-4 shows a building height of 3-6 storeys.

Notwithstanding Table 9.4 a building height of 24 storeys is permitted outside of the Protected View Corridor where Schedule B-4 shows a building height of 5-15 storeys.

18.14.24.#

Floorplate Ratio

Notwithstanding Regulation 18.14.30.2.3, a floorplate length to width ratio of 1.9:1 shall be permitted for the North Tower.

18.14.24.#

Sight Line Triangle

Notwithstanding Regulation 4.6.1, a structure shall be permitted within the sight line triangle.

18.14.24.#

Exterior Finishes

Regulation 9.4.2 (a)(i) shall not apply.

Appendix No. 2: Neighbourhood Meeting Comment Forms