

PLANNING JUSTIFICATION REPORT

70 FOUNTAIN STREET EAST, GUELPH

Official Plan Amendment & Zoning By-Law Amendment Applications



EXECUTIVE SUMMARY

This Planning Justification Report (“Report”) has been prepared as part of the complete Official Plan Amendment and Zoning By-Law Amendment applications for the proposed mixed-use development of the property municipally known as 70 Fountain Street (“Subject Lands”, “Subject Property”, or “Site”).

The applicant is proposing to redevelop the subject lands to contain a 24-storey mixed-use development comprising 424 purpose-built rental units in a range of studio, one-bedroom, two-bedroom, and three-bedroom configurations, including townhouse-style units incorporated within the building podium at the lower and upper ground floor. The building is organized into two (2) primary massing components consisting of a four-storey podium base and a tower element above. Above the podium, the tower incorporates a series of step-backs above the 5th and 9th storeys.

The proposed development includes one (1) level of underground parking as well as parking within the podium, accommodating 95 parking spaces and four (4) barrier-free spaces, as well as bicycle parking facilities to support active transportation. Vehicular access to the underground parking levels is proposed from Fountain Street to minimize conflicts with pedestrian movement along Wyndham Street. A second access is proposed from Farquar Street leading to parking in the podium levels. A type ‘C’ loading area, moving area, and surface parking is also proposed at from Fountain Street for residents, visitors and/or to support the non-residential uses proposed.

In order to permit the proposed development, an Official Plan Amendment and corresponding Zoning By-Law Amendment are required to allow for the development of a high-density, mixed-use development, and to establish site-specific regulations that reflect the proposed built form. The Official Plan Amendment seeks to maintain the existing ‘Mixed Use 1’ land use designation and delete Subsection 11.1.7.3.9.1 of the Official Plan in its entirety. The Zoning By Amendment proposes to rezone the lands from D.1-27(H28) to D.1-XX with Site-Specific Provisions. These Site-Specific provisions pertain to increased maximum tower floorplate area and ratio, reduced minimum entryways, ground floor glazing, and to permit rooftop amenity space.

This Report discusses the existing conditions of the subject property, the neighbourhood context of the site, the existing land use planning controls which apply, the required land use planning applications, the land use planning rationale with respect to the same, the supporting studies required, and public consultation strategy.

This Report provides land use planning opinion that the proposed development has regard for the matters of Provincial interest as set out in the *Planning Act*, is consistent with the Provincial Planning Statement, and conforms to the City of Guelph Official Plan.

This Report was prepared by Up Consulting Ltd., who have been retained as the consulting land use planner and urban design consultant for the proposed development to provide independent land use planning analysis and opinion. This Report, including the opinions and recommendations set out herein, has been prepared by a member in good standing with the Ontario Professional Planners Institute and the Canadian Institute of Planners.

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	i
1. INTRODUCTION.....	1
2. SITE DESCRIPTION.....	3
3. CONTEXT ANALYSIS	5
4. OVERVIEW OF PROPOSED DEVELOPMENT	10
5. REQUESTED LAND USE PLANNING APPROVALS	21
a) Official Plan Amendment.....	21
b) Zoning By-Law Amendment.....	21
6. LAND USE PLANNING FRAMEWORK.....	22
a) Planning Act	22
i. <i>Matters of Provincial Interest</i>	22
b) Provincial Planning Statement (2024).....	24
c) City of Guelph Official Plan.....	30
i. <i>Delineated Built-Up Area</i>	31
ii. <i>Downtown: The Urban Growth Centre and Protected Major Transit Station Area</i>	32
iii. <i>Development and Site Alteration Adjacent to Protected Heritage Property</i>	35
iv. <i>Affordable Housing</i>	38
v. <i>Downtown Secondary Plan – Mobility and Streetscapes</i>	39
vi. <i>Downtown Secondary Plan - Land Use and Build Form</i>	44
vii. <i>Downtown Secondary Plan – ‘Mixed Use 1’ Land Use Designation</i>	46
viii. <i>Building Heights (OPA 106)</i>	50
ix. <i>Site-Specific Policy 11.1.7.3.9.1</i>	51
d) City of Guelph Zoning By-Law	52
i. <i>Existing Downtown 1 Zone</i>	53
ii. <i>Existing Site-Specific Provisions (D.1-27)</i>	53
iii. <i>Existing Holding Provision (H28)</i>	55
iv. <i>Proposed Zoning</i>	56
7. LAND USE PLANNING RATIONALE	59
a) Alignment with Overarching Planning Framework.....	59
b) Removal of Official Plan Special Policy – Office Space.....	59
c) Efficient Use of Infrastructure and Municipal Services	60

d)	Tower Floorplate Area and Ratio.....	60
e)	Building Height	61
f)	Active Entrances	62
g)	Ground Floor Glazing	63
h)	Rooftop Amenity Space	63
8.	SUPPORTING STUDIES	64
a)	Urban Design Brief	64
b)	Shadow Study	65
c)	Pedestrian Level Wind Study.....	65
d)	Functional Servicing Report & Stormwater Management Brief.....	66
e)	Cultural Heritage Resource Impact Assessment	67
f)	Hydrogeological Report	68
g)	Geotechnical Report.....	68
h)	Phase I & II Environmental Site Assessment	69
i)	Tree Inventory and Preservation Plan.....	70
j)	Transportation Noise Feasibility and Ground Vibrations Assessment	71
k)	Traffic Impact Study	72
9.	PUBLIC CONSULTATION STRATEGY	74
10.	COMMUNITY ENGAGEMENT REPORT	75
a)	Description of the Proposal.....	75
b)	Date and Location of the Neighbourhood Meeting	75
c)	Summary of Public Comments	75
d)	Refinements to the Proposal.....	76
11.	CONCLUSION AND RECOMMENDATIONS.....	78

TABLE OF FIGURES

Figure 1:	Aerial Image of Subject Property (Source: Google Earth).....	3
Figure 2:	Streetview Existing Building from the Intersection of Wyndham Street South and Fountain Street East (Source: Google Maps).....	4
Figure 3:	Streetview of Existing Building from Fountain Street East (Source: Google Maps)....	4
Figure 4:	Neighbourhood Spatial Analysis Map	6
Figure 5:	Wyndham Street viewed from Wyndham Street South, Facing Southwest (Source: Google Streetview)	6

Figure 6: Farquhar Street viewed from Wyndham Street South Facing North (Source: Google Streetview).....	7
Figure 7: Fountain Street viewed from Wyndham Street South Facing North (Source: Google Streetview).....	7
Figure 8: Old Drill Hall to the West of the Subject Property (Source: Google Streetview).....	8
Figure 9: Guelph Police Services Building South of the Subject Property (Source: Google Streetview).....	8
Figure 10: Ministry of Attorney Provincial Courts Building East of the Subject Property (Source: Google Streetview).....	8
Figure 11: Site Plan (Source: Hariri Pontarini Architects).....	10
Figure 12: Lower Parking Plan (Source: Hariri Pontarini Architects).....	12
Figure 13: Lower Ground Floor Plan (Source: Hariri Pontarini Architects).....	12
Figure 14: Upper Ground Floor Plan (Source: Hariri Pontarini Architects).....	13
Figure 15: 2 nd Floor Plan (Source: Hariri Pontarini Architects).....	13
Figure 16: 3 rd and 4 th Floor Plan (Source: Hariri Pontarini Architects).....	14
Figure 17: 5 th Floor Plan (Source: Hariri Pontarini Architects).....	14
Figure 18: 6 th to 8 th Floor Plan (Source: Hariri Pontarini Architects).....	15
Figure 19: 9 th to 23 rd Floor Plan (Source: Hariri Pontarini Architects).....	15
Figure 20: 24 th Floor Plan (Source: Hariri Pontarini Architects).....	16
Figure 21: M.P.H Floor Plan (Source: Hariri Pontarini Architects).....	16
Figure 22: East and North Elevations (Source: Hariri Pontarini Architects).....	18
Figure 23: South and West Elevations (Source: Hariri Pontarini Architects).....	19
Figure 24: Section A-A and Section B-B (Source: Hariri Pontarini Architects).....	20
Figure 25: City of Guelph Official Plan - Schedule 1a: Urban Structure.....	33
Figure 26: Municipal Register of Cultural Heritage Properties GIS Map (Source: City of Guelph).....	36
Figure 27: City of Guelph Official Plan - Schedule C: Downtown Secondary Plan Land Use.....	47
Figure 28: City of Guelph Official Plan -Schedule 'D': Downtown Secondary Plan Maximum Building Heights.....	51
Figure 29: City of Guelph Interactive Zoning Map.....	53

1. INTRODUCTION

This Report has been prepared as part of the complete Official Plan Amendment and Zoning By-Law Amendment applications for the proposed mixed-use development of the property municipally known as 70 Fountain Street, Guelph.

The applicant is proposing to redevelop the subject lands with a 24-storey mixed-use development comprising 424 purpose-built rental units in a range of studio, one-bedroom, two-bedroom, and three-bedroom configurations, including townhouse-style units incorporated within the building podium at the lower and upper ground floor.

The building is organized into two primary massing components consisting of a four-storey podium base and a tower element above. The podium defines the building footprint and establishes a continuous streetwall along all frontages, providing a clear base condition that integrates the development within the downtown and heritage context. Above the podium, the tower incorporates a series of step-backs above the 5th and 9th storeys to reduce perceived height and massing and to achieve a slender, well-articulated vertical form.

The proposed development includes one (1) level of underground parking as well as parking within the podium, accommodating 95 parking spaces and four (4) barrier-free spaces, as well as bicycle parking facilities to support active transportation. Vehicular access to the underground parking levels is proposed from Fountain Street to minimize conflicts with pedestrian movement along Wyndham Street. A second access is proposed from Farquar Street leading to parking in the podium levels. A type 'C' loading area, moving area, and surface parking is also proposed at from Fountain Street for residents, visitors and/or to support the non-residential uses proposed.

In order to permit the proposed development, an Official Plan Amendment and corresponding Zoning By-Law Amendment are required to allow for the development of a high-density, mixed-use development, and to establish site-specific regulations that reflect the proposed built form. The Official Plan Amendment seeks to delete Subsection 11.1.7.3.9.1 of the Official Plan in its entirety. More specifically, the intent is to remove the requirement for a minimum of 1,550 m² of office floor area, recognizing that recent market and employment demand is limited for office space in Downtown Guelph and given this requirement was tailored to the previous application / development proposed for the site.

The Zoning By Amendment proposes to rezone the lands from D.1-27(H28) to D.1-XX with Site-Specific Provisions. These Site-Specific provisions pertain to increased maximum tower floorplate area and ratio, reduced minimum entryways, ground floor glazing, and to permit rooftop amenity space.

This Report discusses the existing conditions of the subject property, the neighbourhood context of the site, the existing land use planning controls which apply, the required land use planning applications, the land use planning rationale with respect to the same, the supporting studies required, and public consultation strategy.



This Report provides land use planning opinion that the proposed development has regard for the matters of Provincial interest as set out in the *Planning Act*, is consistent with the Provincial Planning Statement, and conforms to the City of Guelph Official Plan.

This Report was prepared by Up Consulting Ltd., who have been retained as the consulting land use planner and urban design consultant for the proposed development to provide independent land use planning analysis and opinion. This Report, including the opinions and recommendations set out herein, has been prepared by a member in good standing with the Ontario Professional Planners Institute and the Canadian Institute of Planners.

2. SITE DESCRIPTION

The subject property is municipally addressed as 70 Fountain Street East, Guelph and legally known as Lots 19 & 20, Registered Plan 8, City of Guelph (Figure 1). The subject property is bound by three (3) public streets, including Fountain Street East (to the east), Farquhar Street (to the west), and Wyndham Street (to the south). The subject property is located within the downtown area of the City of Guelph.



Figure 1: Aerial Image of Subject Property (Source: Google Earth)

The subject property has an approximate lot area of 2,030 square metres (0.2 ha), with approximately 65 metres of frontage along Fountain Street East and Farquhar Street, and approximately 33 metres along Wyndham Street South. Access to the subject property is via Farquhar Street.

The subject property currently contains a three-storey office building with surface parking to the rear (north). The structure occupies the majority of the site footprint, with a fully paved parking area located at the north corner of the property. Internally, the building is subdivided into multiple commercial and office units distributed across all three floors. In total, the property contains approximately 31,375 square feet of leasable commercial space.

Per City of Guelph Heritage, it is understood that the subject property is listed on the municipal heritage register (non-designated). The existing structure, constructed circa 1955, is an example of mid-century modern commercial architecture, characterized by its flat roofline, rectilinear form, and use of high-quality materials such as limestone and granite panels. Visual references to the existing building are provided in Figures 2 and 3. These materials and design features contribute to the visual continuity of the broader downtown streetscape and reflect a period of post-war architectural transition in Guelph's core.

While the building is not designated under Part IV of the *Ontario Heritage Act*, it is listed on the Register identifies it as a property of potential cultural heritage value or interest. The site is also

located within proximity to several designated heritage resources, including the Guelph Armoury and 81 Farquhar Street, which together form part of a cohesive historic downtown block.

As part of the redevelopment, a Cultural Heritage Resource Impact Assessment (CHRIA) was prepared to evaluate the potential effects of demolition and new construction on adjacent and nearby properties. The HIA concludes that demolishing the existing 1958 office building is acceptable given its non-contributing status within the draft Downtown Guelph HCD, and that the proposed 24-storey mixed-use development can be accommodated without causing adverse impacts to nearby designated or listed heritage properties. The assessment found that the proposed podium height, massing, setbacks, and architectural expression are generally compatible with the surrounding historic context, and that important views, particularly toward the Armoury, remain intact. With appropriate mitigation measures such as pre-demolition documentation, material salvage, vibration monitoring, and commemoration, the proposal is considered a reasonable balance between intensification and heritage conservation principles in the evolving downtown environment.



Figure 2: Streetview Existing Building from the Intersection of Wyndham Street South and Fountain Street East (Source: Google Maps)



Figure 3: Streetview of Existing Building from Fountain Street East (Source: Google Maps)

3. CONTEXT ANALYSIS

The subject lands are situated within Guelph's Urban Growth Centre, on the eastern edge of the downtown core. The site occupies a prominent position within a historic downtown block bounded by Wyndham Street South, Fountain Street East, Farquhar Street, and Neeve Street. This block forms part of Downtown Guelph's heritage core, characterized by a fine-grained urban fabric, a mix of low- to mid-rise buildings, and a strong concentration of structures with heritage attributes that define the area's architectural identity.

The site is within proximity to several designated and listed heritage resources, including the Allan's Mill ruins, the Heffernan Street Bridge, and the Guelph Junction Railway infrastructure. Within the immediate block, building heights range from one to four storeys, featuring traditional commercial façades, red-brick construction, and decorative architectural detailing. These elements contribute to a cohesive, human-scaled streetscape.

Surrounding land uses are predominantly mixed-use and residential, with small-scale commercial and institutional buildings integrated into the streetscape. To the west, uses transition toward Downtown Guelph's commercial core, while to the east, the character becomes residential and light industrial. The Eramosa River and its open space corridor border the area to the south.

To the immediate west of the site is the Guelph Armoury, a four-storey, red-brick heritage landmark, which anchors the block with its preserved historic façade and adaptive reuse as a restaurant and outdoor patio. The Armoury contributes significantly to the area's cultural and architectural identity. Directly east of the subject property, along Carden Street, stands a recently renovated four-storey mixed-use building that incorporates extensive glazing and contemporary façade treatments overlooking the public realm. The structure demonstrates how contemporary architecture can be sensitively integrated within a historic context, illustrating a evolving relationship between contemporary design and the area's established heritage character.

Further west of the site stands the Basilica of Our Lady Immaculate, a landmark 19th-century Gothic Revival church that occupies a commanding position atop the hill overlooking Downtown Guelph. The Basilica's twin towers, ornate stone detailing, and elevated siting make it one of the city's most recognizable landmarks, contributing to the downtown skyline and serving as a key orientation point within the broader urban landscape. Although the Basilica of Our Lady Immaculate occupies an elevated position within the downtown skyline, it is not visually perceptible from the subject property or its surrounding streets due to intervening topography and existing built form.

Figure 4 below provides a Neighbourhood Spatial Analysis Map, highlighting some of the major points of interest within a 400 metre and 800 metre radius of the subject property. Figures 5 to 10 below also provide streetview images of the surrounding context.

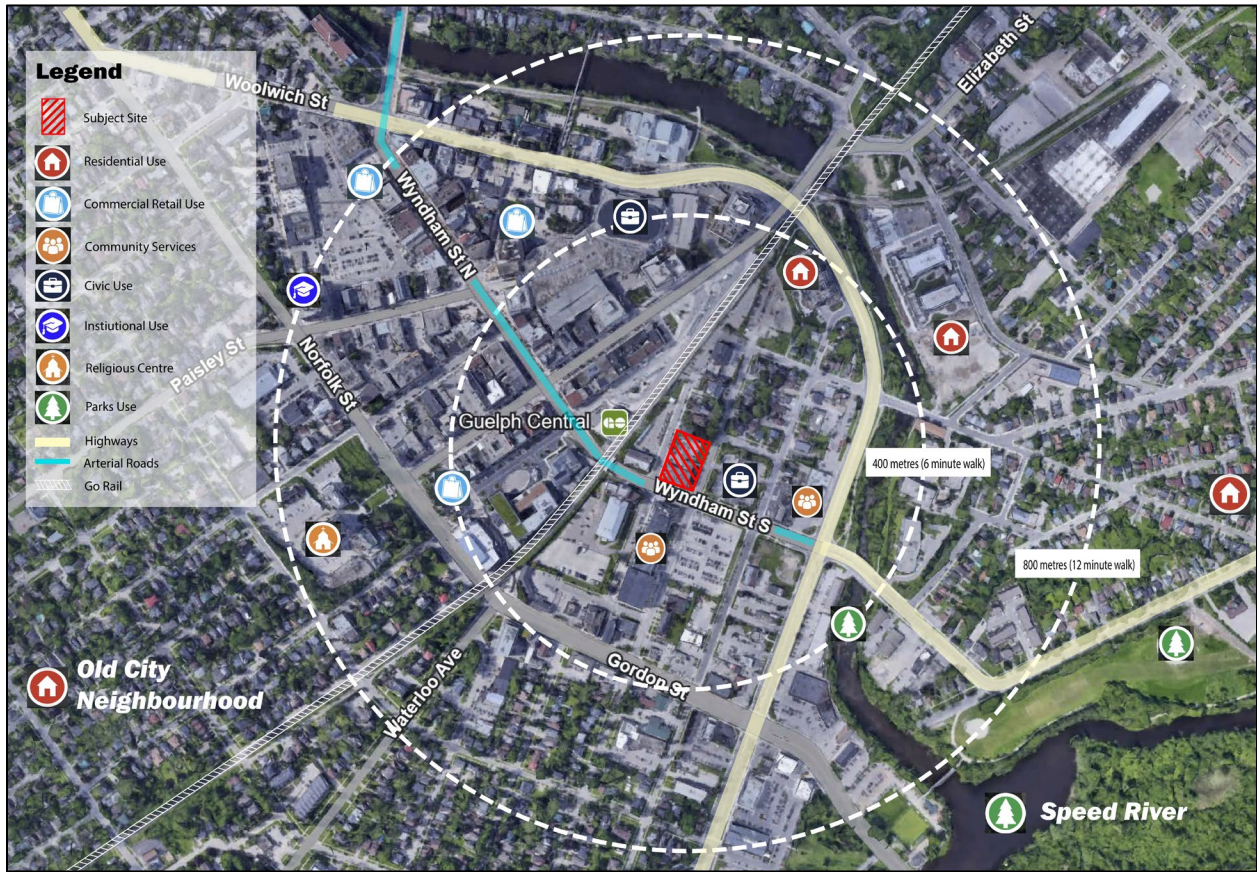


Figure 4: Neighbourhood Spatial Analysis Map



Figure 5: Wyndham Street viewed from Wyndham Street South, Facing Southwest (Source: Google Streetview)



Figure 6: Farquhar Street viewed from Wyndham Street South Facing North (Source: Google Streetview)



Figure 7: Fountain Street viewed from Wyndham Street South Facing North (Source: Google Streetview)



Figure 8: Old Drill Hall to the West of the Subject Property (Source: Google Streetview)



Figure 9: Guelph Police Services Building South of the Subject Property (Source: Google Streetview)



Figure 10: Ministry of Attorney Provincial Courts Building East of the Subject Property (Source: Google Streetview)

The surrounding street grid network provides strong connectivity between residential and commercial areas and the downtown core. Fountain Street East serves as a collector road linking the downtown to the city's eastern neighbourhoods, while adjacent streets such as York Road, Neeve Street, and Farquhar Street provide local access and pedestrian connections. The urban pattern in this area consists of compact development blocks, narrow frontages, and consistent street walls, reflecting the fine-grained character of the historic core. The site is easily accessible by foot, bicycle, and transit.

The site benefits from excellent multimodal accessibility, located within approximately 500 metres of Guelph Central Station, the city's primary transit hub serving both GO Transit rail and bus services as well as Guelph Transit routes. The Central Station terminal provides access to numerous local routes, including Route 3 (Westmount), 4 (York), 8 (Janefield), 9 (Waterloo), 10 (Paisley), 11 (Silvercreek), 12 (Delhi), 13 (Eastview), 14 (Grange), 20 (Northwest Industrial), 98 (Speedvale), and 99 (Mainline), along with on-demand transit service.

These routes provide citywide connectivity, linking to key designations such as the University of Guelph, Guelph General Hospital, Woodlawn SmartCentre, Northwest Industrial Area, and various residential neighbourhoods. In addition to public transit, the site is integrated into the active transportation network, with continuous sidewalks, designated cycling routes, and nearby access to trail systems along the Eramosa River valley.

4. OVERVIEW OF PROPOSED DEVELOPMENT

a) Site Plan

The applicant is proposing to redevelop the subject lands with a 24-storey mixed-use development comprising of 424 purpose-built rental units, as per the Site Plan prepared by Hariri Pontarini Architects in Figure 11 below.

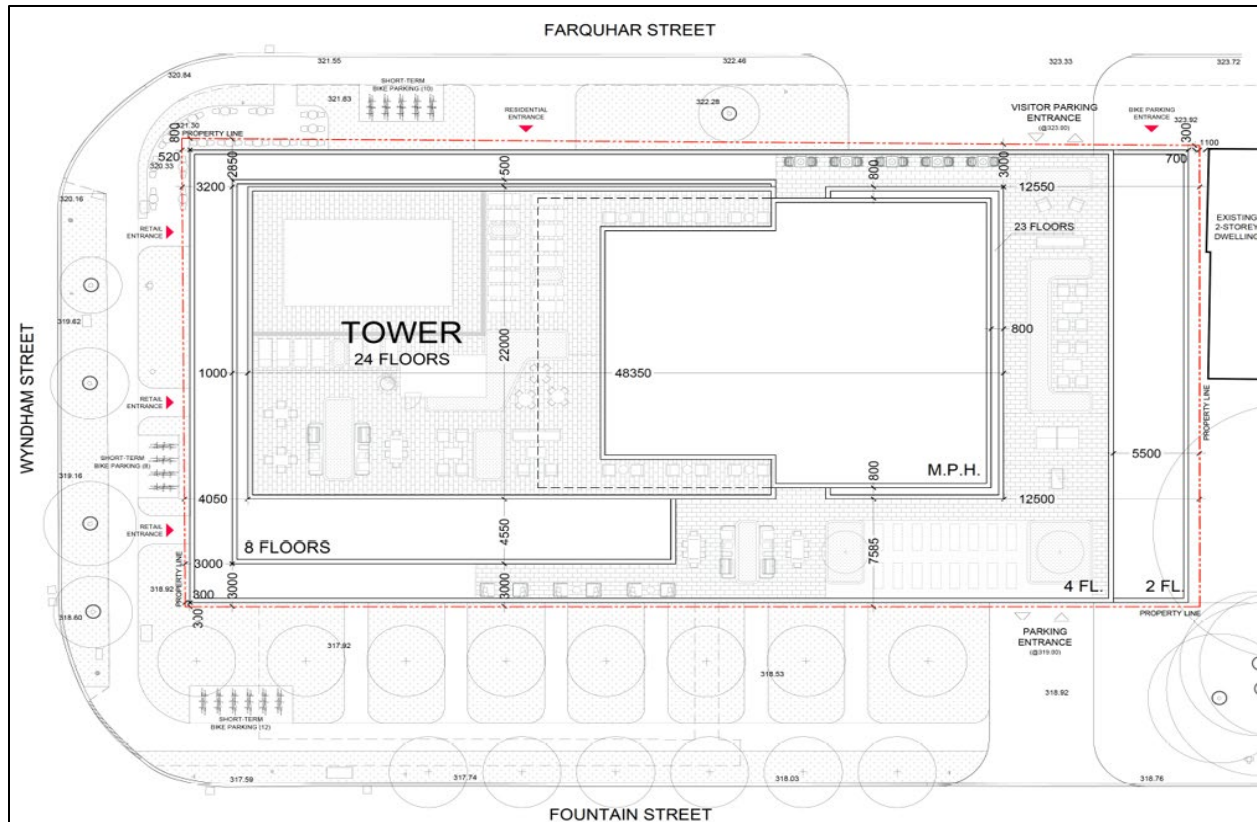


Figure 11: Site Plan (Source: Hariri Pontarini Architects)

The proposed development provides a broad unit mix, with a range of studio, one-bedroom, two-bedroom, and three-bedroom configurations, including townhouse-style units incorporated within the building podium at the lower and upper ground floor. The unit mix is provided as follows:

- 205 studio units (48.3%)
- 69 one-bedroom units (16.3%)
- 85 two-bedroom units (20.0%)
- 60 three-bedroom units (14.2%)
- 5 townhome units (1.2%)

The building is organized into two (2) primary massing components consisting of a four-storey podium base and a tower element above. The podium defines the building footprint and establishes a continuous streetwall along all frontages, providing a clear base condition that integrates the development within the downtown and heritage context. Above the podium, the

tower incorporates a series of step-backs above the 5th and 9th storeys to reduce perceived height and massing and to achieve a slender, well-articulated vertical form.

545 square metres of indoor amenity space is provided, while 940 square metres of outdoor amenity space is provided for a total of 1,485 square metres throughout the site. More specifically, indoor amenity space is provided on the 5th floor, and within the mechanical penthouse to provide changing rooms for the proposed rooftop pool. Outdoor amenity space is provided on top of the podium (5th floor), notably to the rear of the site to provide a buffer/transition to 81 Farquhar Street. Outdoor amenity space is also provided on the rooftop, which includes an outdoor pool. It is understood that a Site-Specific Provision is required in the implementing Zoning By-law Amendment to permit this rooftop amenity space.

The built-form and massing of the proposed development have been strategically designed to provide a meaningful transition to the existing low-rise uses to the north of the site and accommodate sufficient spacing for future towers on adjacent lots. For example, stepping of the podium is provided on the 4th floor and 6th floor along the north-end (adjacent to 81 Farquhar Street).

A total of 95 parking spaces are proposed, with four (4) accesses being proposed to accommodate the parking. The proposed development includes one (1) level of underground parking as well as parking within the podium, accommodating 95 parking spaces and four (4) barrier-free spaces, as well as bicycle parking facilities to support active transportation. Vehicular access to the underground parking levels is proposed from Fountain Street to minimize conflicts with pedestrian movement along Wyndham Street. A second access is proposed from Farquhar Street leading to parking in the podium levels. A type 'C' loading area, moving area, and surface parking is also proposed at from Fountain Street for residents, visitors and/or to support the non-residential uses proposed.

Floor Plans

Figure 12 to 21 below are provide the floor plans for the proposed development. As shown in the Lower Ground Floor Plan in 13 below, the proposed development includes approximately 440 square metres of ground-floor retail space fronting Wyndham Street South, contributing to an active streetscape. At grade, the podium accommodates retail uses along Wyndham Street, a residential lobby, visitor and bicycle parking access from Farquhar Street, and townhouse-style residential units with residential vehicular access from Fountain Street.

Vehicular access is provided from both Farquhar Street and Fountain Street, with parking accommodated internally above grade and below grade. Access from Farquhar Street serves the loading area and parking within the podium, while access from Fountain Street leads to the internal ramp system connecting to the underground residential parking structure.

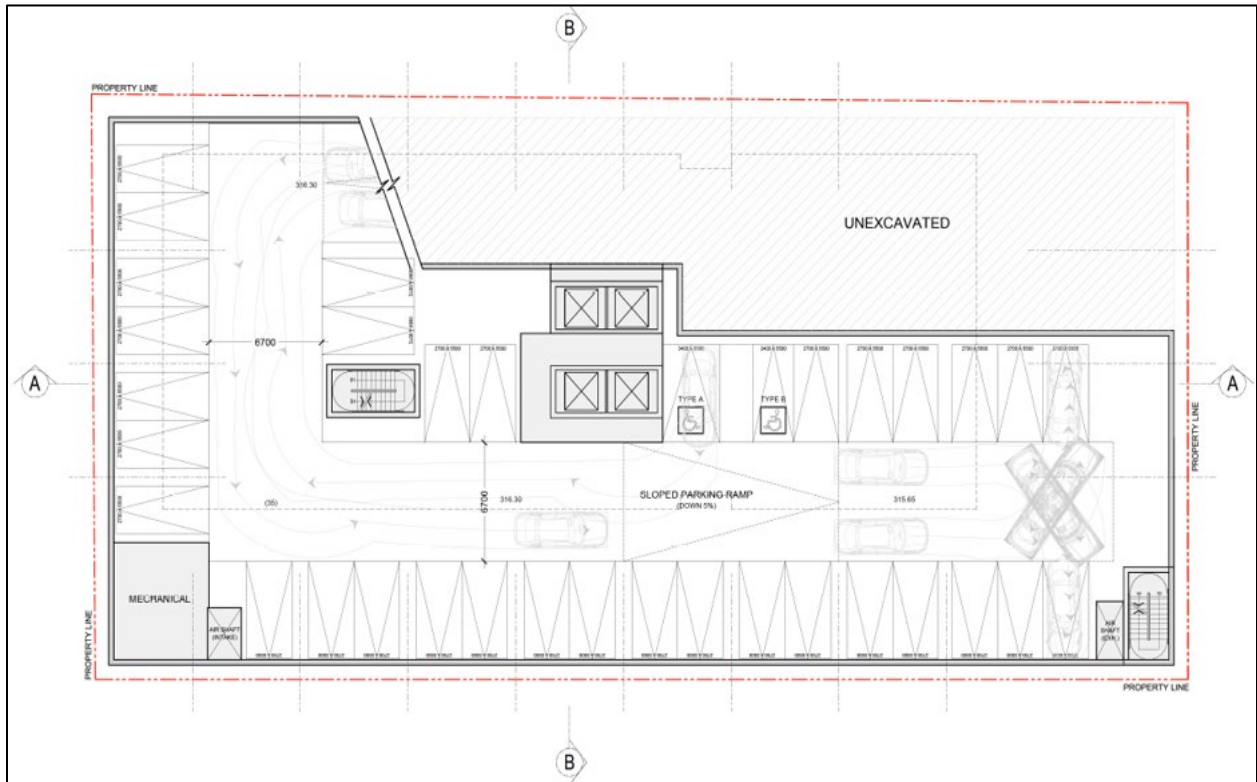


Figure 12: Lower Parking Plan (Source: Hariri Pontarini Architects)

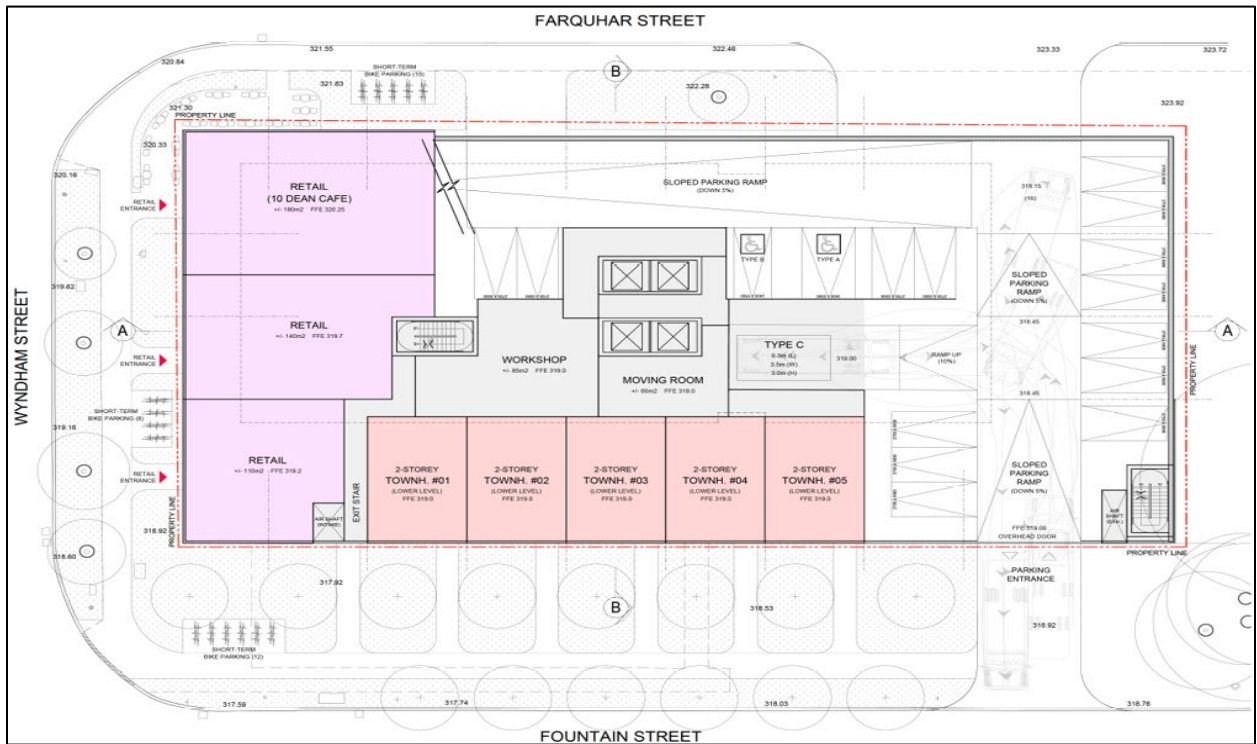


Figure 13: Lower Ground Floor Plan (Source: Hariri Pontarini Architects)

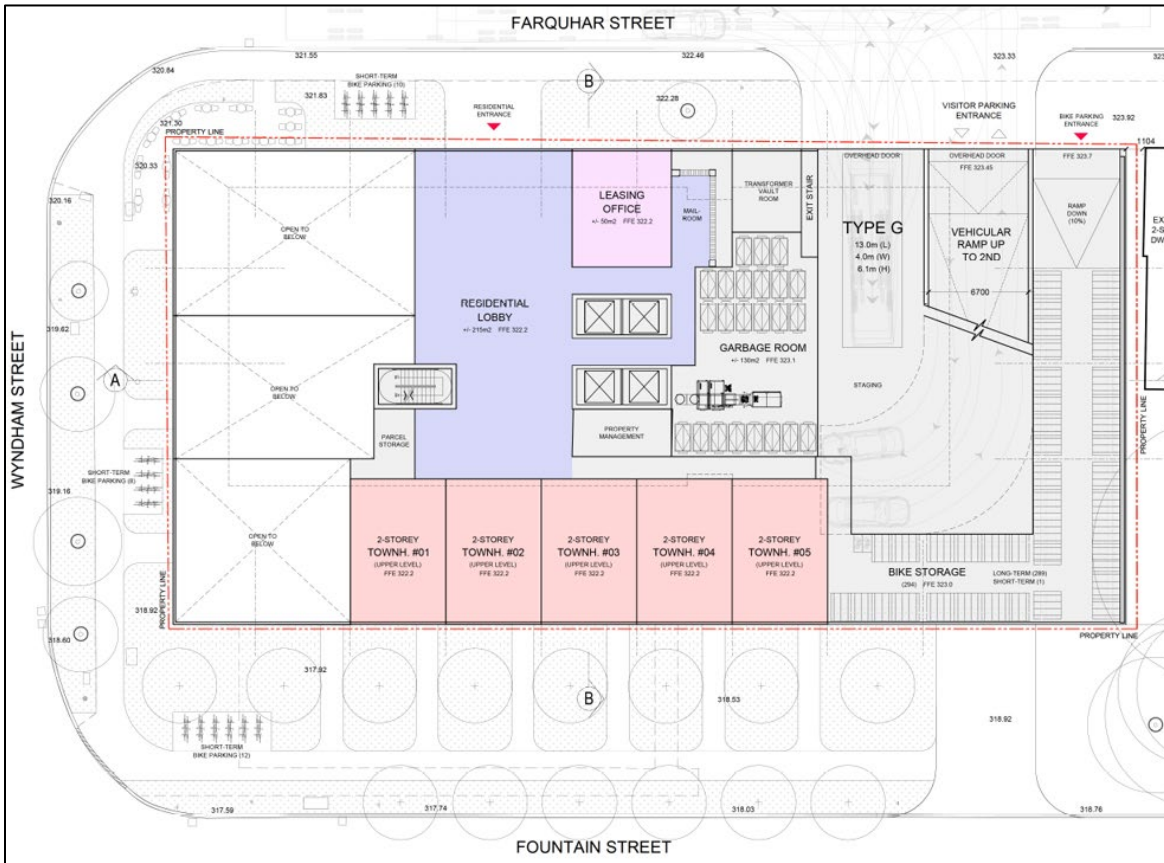


Figure 14: Upper Ground Floor Plan (Source: Hariri Pontarini Architects)

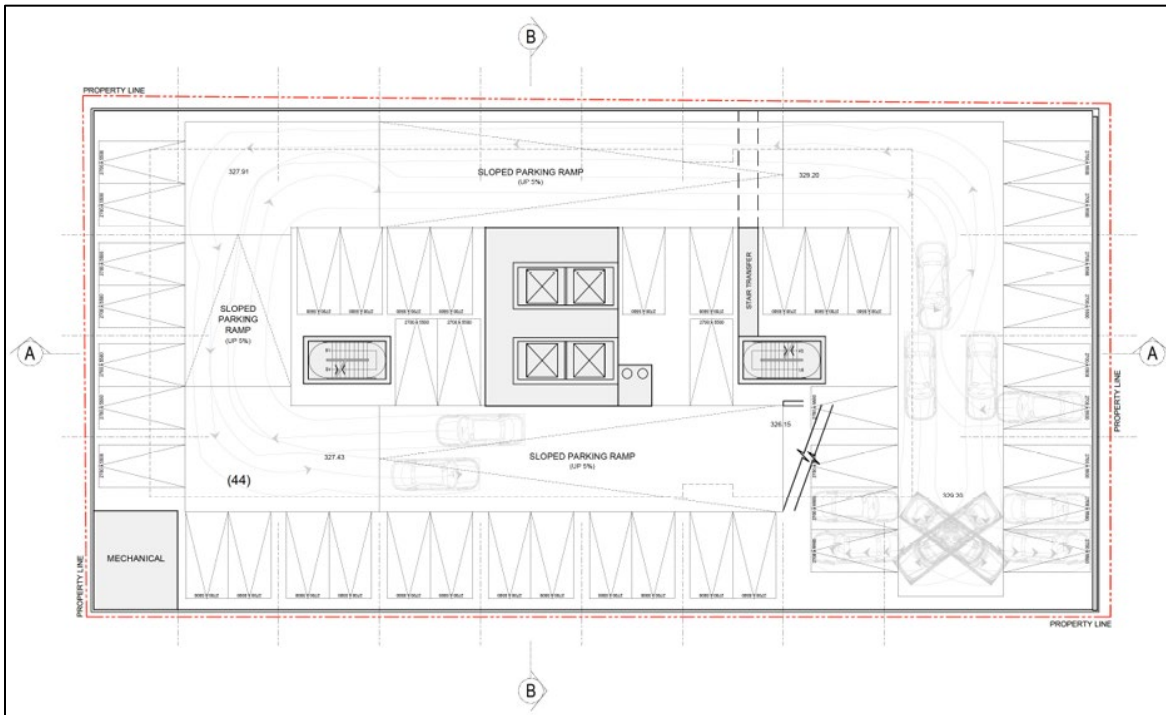


Figure 15: 2nd Floor Plan (Source: Hariri Pontarini Architects)

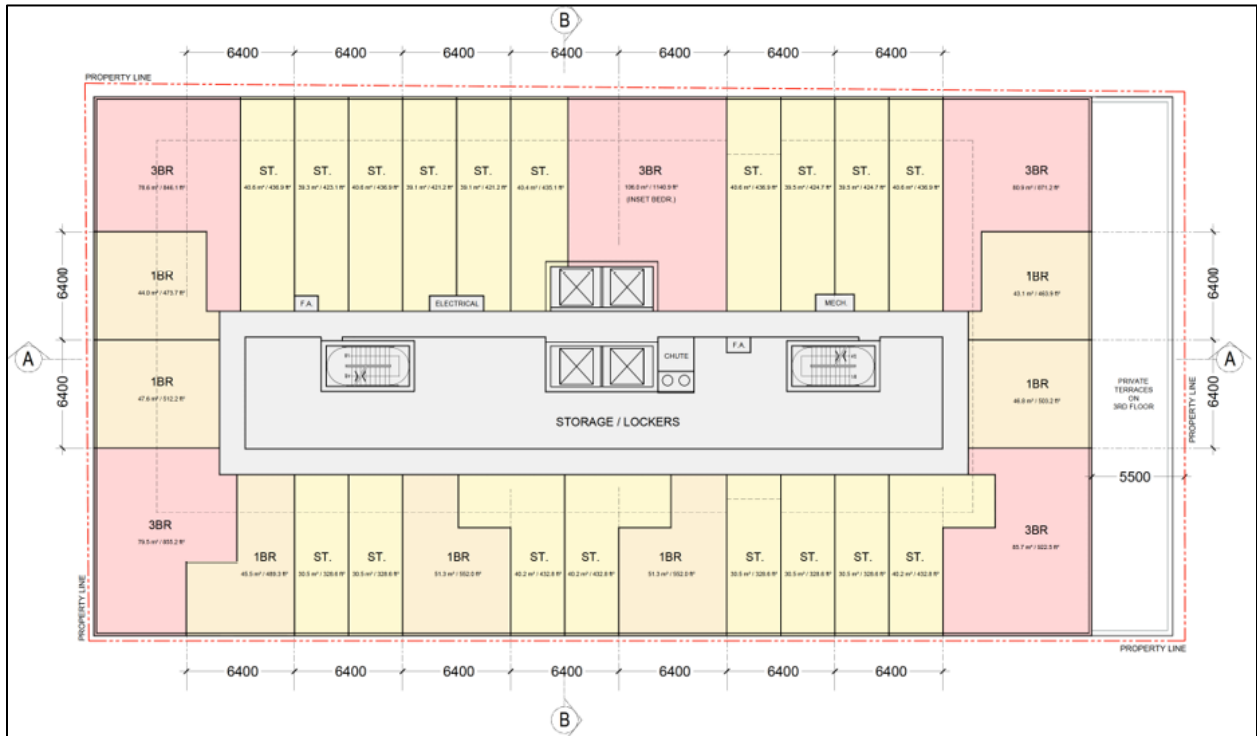


Figure 16: 3rd and 4th Floor Plan (Source: Hariri Pontarini Architects)



Figure 17: 5th Floor Plan (Source: Hariri Pontarini Architects)



Figure 18: 6th to 8th Floor Plan (Source: Hariri Pontarini Architects)

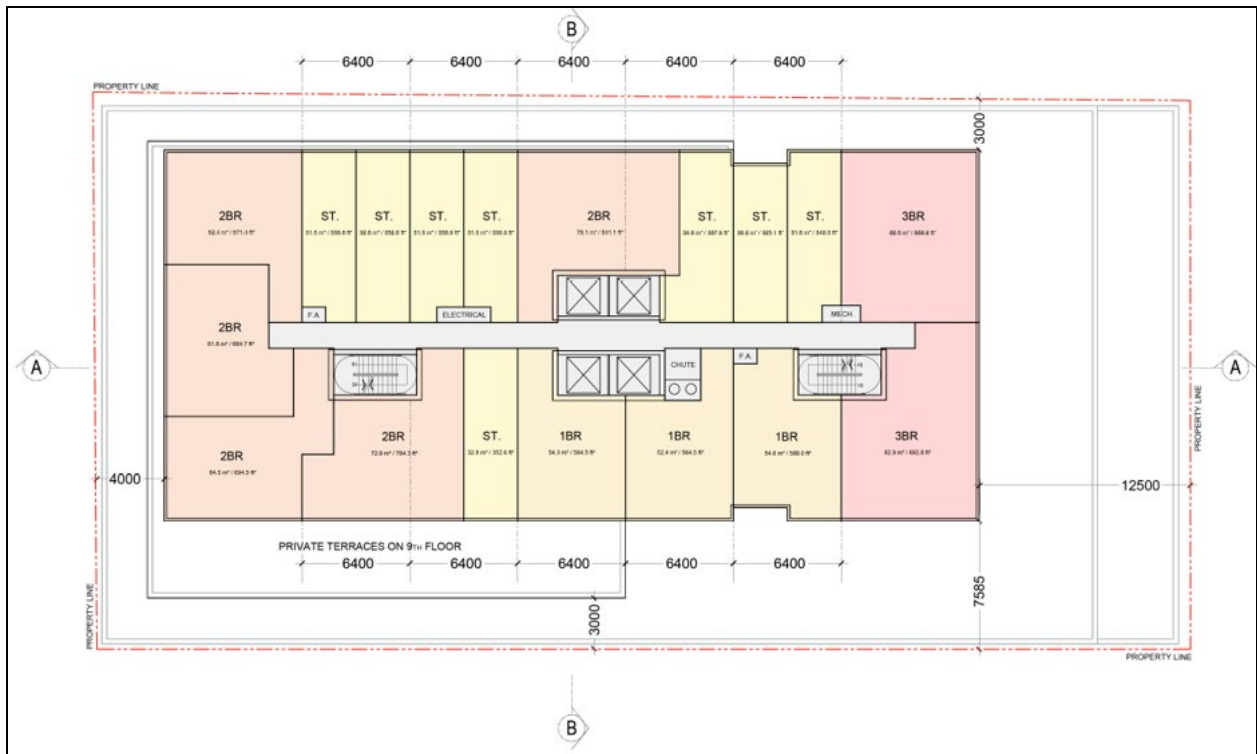


Figure 19: 9th to 23rd Floor Plan (Source: Hariri Pontarini Architects)



Figure 20: 24th Floor Plan (Source: Hariri Pontarini Architects)

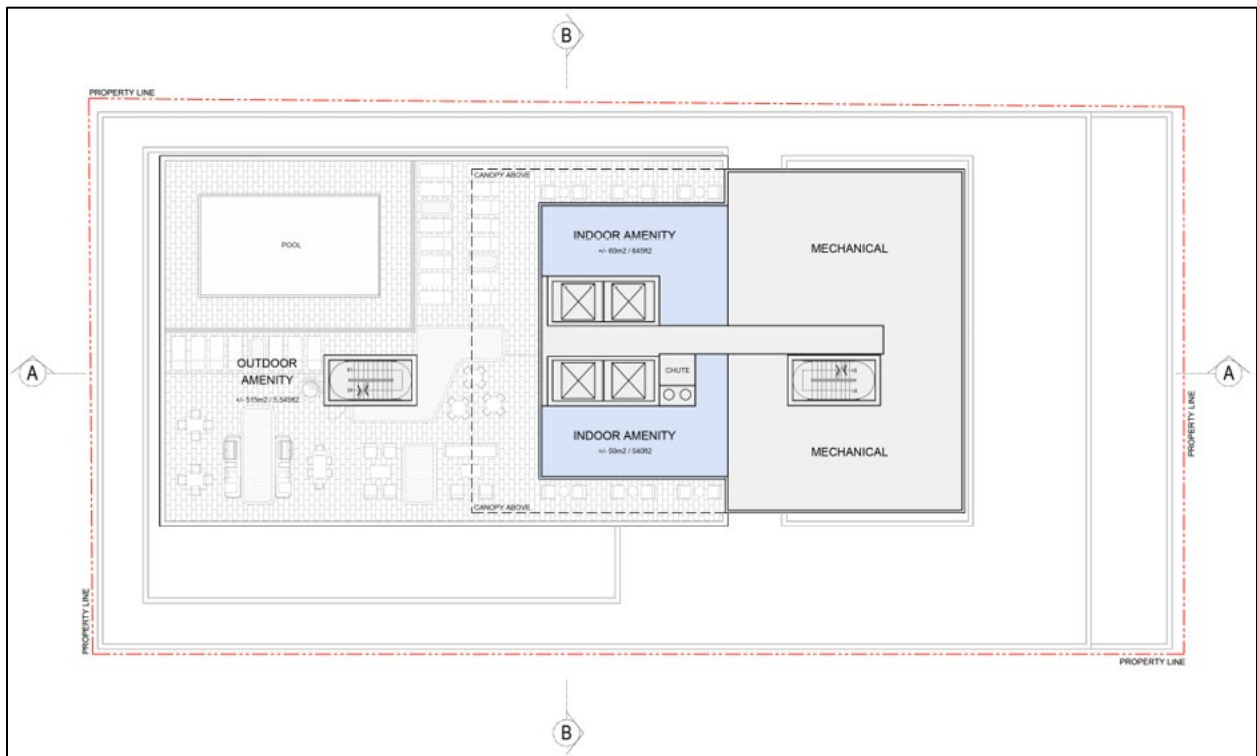


Figure 21: M.P.H Floor Plan (Source: Hariri Pontarini Architects)

b) Elevations

The building elevations present a contemporary high-rise form articulated through a combination of materials, vertical modulation, and step-backs that contribute to a visually appealing skyline presence. The podium levels are designed with a transparent and active façade along Fountain and Wyndham Streets to reinforce the pedestrian experience, while the upper tower incorporates a rhythmic window pattern and subtle variations in material tone to reduce visual massing.

The east and west elevations emphasize verticality through slender proportions and extensive articulation, whereas the north and south elevations are defined by stepped terraces and inset glazing to create visual interest and articulation. The mechanical penthouse is integrated into the overall design and screened to minimize visibility. Together, the elevations express a coherent and high-quality architectural character appropriate for a landmark site and the eastern edge of Downtown Guelph. The following Figures 22 to 25 are elevations of the proposed development, prepared by Hariri Pontarini Architects.



Figure 22: East and North Elevations (Source: Hariri Pontarini Architects)



Figure 23: South and West Elevations (Source: Hariri Pontarini Architects)



Figure 24: Section A-A and Section B-B (Source: Hariri Pontarini Architects)

5. REQUESTED LAND USE PLANNING APPROVALS

In order to permit the proposed development a Site-Specific Official Plan Amendment and corresponding Zoning By-Law Amendment application are proposed. Details of these required planning applications are provided as follows:

a) Official Plan Amendment

The applicant is proposing to maintain the existing 'Mixed Use 1' land use designation in Schedule C of the Official Plan; however, a Site-Specific Official Plan Amendment is being requested to delete Subsection 11.1.7.3.9.1 of the Official Plan in its entirety. More specifically, the intent is to remove the minimum office space requirement of 1,550 m², as well as the height permission of 16 storeys which is no longer applicable due to OPA 106 that increased the permitted height to 24 storeys on the subject property. The existing condominium conversion policy in Subsection 11.1.7.3.9.1 would also no longer apply, as the proposed development is contemplated as purpose built rental.

This existing policy in the Official Plan pertains to a previous development concept and OPA/ZBA applications that were approved by the Ontario Land Tribunal (OLT) in March 2022 (City File No. OZS19-015). Justification for the removal of the site specific policy, specifically the minimum office space, is provided in Section 7.b) of this Report.

b) Zoning By-Law Amendment

The applicant is proposing to rezone the subject property from D.1-27(H28) to D.1-XX with the following Site-Specific Provisions:

- Permit a Maximum Floorplate (7th and 8th Floors) of 1,228 m², whereas the Zoning By-law requires 1,200 m²;
- Permit a Maximum Tower Floorplate (above 8th floor) of 1,059 m² and length to width ratio of 2.2:1, whereas the Zoning By-Law permits 1,000 m² and 1.5:1;
- Permit a Minimum Active Entrance of one (1) on Wyndham Street, whereas the Zoning By-Law requires one (1) entrance per 15 metres of street line;
- Permit a Minimum Glazing of 56% of the façade up to 4.5 m above grade, whereas the Zoning By-law requires 60%;
- Permit Rooftop Amenity Space;
- Permit a maximum building height of 24 storeys, with the maximum building height shall be measured from the Farquar Street frontage;
- Notwithstanding anything contrary in the Zoning By-Law, the 'Lower Ground Floor' shall not be construed as a storey; and,
- Removal/Lifting of Holding Provision H28.

6. LAND USE PLANNING FRAMEWORK

Land use planning and decision-making related to the same is guided by a range of legislation, policies, and plans set out at the Provincial, local/City and neighbourhood levels. The following subsections of this Report discuss the land use planning policy framework applicable to the subject property and how they have been considered in the proposed development applications.

a) Planning Act

The *Planning Act*, R.S.O. 1990 establishes the legal framework for land use planning in Ontario, and includes legislative direction with regards to Official Plans, Zoning By-Laws and Site Plan Approvals among other planning tools. The Planning Act also provides the Minister of Municipal Affairs and Housing with policy making authority to issue policy statements and plans to guide land use planning and development in the province, which is the basis for the Provincial Planning Statement.

The following subsections of this Report provide an overview of the *Planning Act* as it applies to the proposed development and commentary relating to how the proposed development adheres to the direction set out therein.

i. Matters of Provincial Interest

Section 2 of the *Planning Act* sets out various ‘Matters of Provincial Interest’. In carrying out their responsibilities under the *Planning Act*, decision-makers must have regard to these Matters of Provincial Interest. Table 1 outlines the Matters of Provincial Interest set out in Section 2 of the Planning Act and commentary regarding how each matter has been considered, where applicable.

Provincial Interest	Demonstration of Regard
The protection of ecological systems, including natural areas, features, and functions;	Not applicable.
The protection of agricultural resources of the Province;	Not applicable.
The conservation / management of natural resources and the mineral resource base;	Not applicable.
The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	The properties at 70 Fountain Street and 75 Farquhar Street are designated heritage buildings, situated within a historically significant streetscape that includes several listed heritage properties, such as 81 Farquhar Street and 72 Wyndham Street South. The proposed development recognizes the cultural and architectural importance of these heritage resources and seeks to

	<p>enhance and complement their character through sensitive massing and design transitions.</p> <p>A completed CHRIA identifies the proposed development as compatible with the surrounding heritage context, respects applicable heritage policy, and achieves an appropriate balance between growth and conservation within the Downtown.</p>
The supply, efficient use, and conservation of energy and water;	As discussed in the Functional Servicing and Stormwater Management Report prepared by R.J. Burnside & Associates Limited, the proposed development will connect to existing services and represent the efficient use and management of infrastructure.
The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	The development provides for context appropriate intensification that will connect to existing communication and physical infrastructure. No new municipal roads or infrastructure will be required to accommodate the proposed development.
The minimization of waste;	Through the site plan and detailed design phases for the development, the applicant will conform sustainable design elements to be incorporated to minimize waste.
The orderly development of safe and healthy communities;	The proposed development supports the orderly development of a safe and healthy community by providing a well-planned, high-quality mixed-use form that integrates appropriate servicing, transportation, and environmental mitigation measures within an established urban area.
The accessibility for persons with disabilities to all facilities, services, and matters to which this Act applies;	The proposed development will meet or exceed the standards in the AODA and the Ontario Building Code, and will include barrier free units, barrier free common areas and amenities.
The adequate provision and distribution of educational, health, and recreation;	The proposed development has regard for the adequate provision and distribution of recreational facilities by proposing common amenity spaces for residents.
The adequate provision of a full range of housing, including affordable housing;	The development includes a range of bachelor/one to three-bedroom units, as well as studio suites, contributing to the provision of a full range of housing options in the community.
The adequate provision of employment opportunities;	Not applicable. However, the proposed retail units will provide limited employment opportunities.
The protection of the financial and economic well-being of	The proposed development will be subject to various municipal fees including development charges, cash-in-

the Province and its municipalities;	lieu of parkland dedication, planning and development application and review fees, and development securities.
The co-ordination of planning activities of public bodies;	The use and development of the subject property is guided by a range of Provincial, and City policies and regulations.
The resolution of planning conflicts involving public and private interests;	A statutory public meeting will be held as part of the approval process to ensure any conflicts are resolved.
The protection of public health and safety;	No adverse impacts to public health or safety are anticipated as a result of the proposed changes to the development.
The appropriate location of growth and development;	The proposed development is situated within the 'Downtown: The Urban Growth Centre and Protected Major Transit Station Area' and will support substantial population and growth.
The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The proposed development contemplates sustainable elements, which will be discussed in further detail during the Site Plan Approvals process. The development supports transit supportive densities and supports the use of active and alternative modes of transportation to and from the site.
The promotion of built form that, <ul style="list-style-type: none"> i) is well-designed, ii) encourages a sense of place, and iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant. 	As part of the complete application submission package, an Urban Design Brief has been prepared to discuss the design of the building, how it encourages a sense of place and how the design is appropriate within its context and how it will support a high-quality public realm. The proposed development aims to achieve a high level of urban design to create a unique sense of place for future residents and surrounding land uses in the downtown.

Based on the foregoing, it is our opinion that the proposed development has regard for the matters of Provincial interest as set out in the *Planning Act*.

b) Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), 2024 is issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024, replacing the previous version of the PPS and the Growth Plan for the Greater Golden Horseshoe, which were issued in 2020. Approval authorities, including Council of the City of Guelph, in carrying out their responsibilities under the *Planning Act*, are to ensure that their decisions “are consistent with” the PPS.

The PPS builds upon the policy direction expressed in the *Planning Act* (“Matters of Provincial Interest”) related to land use planning, which supports the Provincial goal of enhancing the quality

of life for all citizens of Ontario. This new streamlined province-wide land use planning policy framework builds upon housing-supportive policies from both previous documents.

The focus of the PPS is on supporting a strong and competitive economy by increasing the supply and variety of housing options, by prioritizing compact and transit-supportive design, by optimizing investments in infrastructure and public service facilities, by recognizing the unique role of Indigenous communities, and by directing growth and development within existing urban and rural settlements to protect natural resources for the long-term, including natural areas, water, aggregates and agricultural lands.

The PPS is to be read in its entirety, and applicable policies are to be applied to specific situations/applications. The following table provides a summary of relevant policies of the PPS and describes how the proposed development is consistent with this policy direction.

Section	Policy	Discussion of Consistency
Planning for People and Homes		
2.1.4	Providing an appropriate range and mix of housing options and densities by: <ul style="list-style-type: none"> a) Maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and b) Maintaining at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans. 	<ul style="list-style-type: none"> a) The proposed development utilizes available lands for higher-density rental housing, contributing to a diverse housing market that meets evolving community needs. b) As per the Functional Servicing and Stormwater Management Report prepared by R.J. Burnside & Associates Limited, the proposed development will connect to existing services.
2.1.6	Planning authorities should support the achievement of complete communities by: <ul style="list-style-type: none"> a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service 	<ul style="list-style-type: none"> a) The proposed high-rise mixed-use development includes a variety of rental suite options. It is located near existing commercial, residential, and

	<p>facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p> <p>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</p> <p>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</p>	<p>employment uses along in the downtown area, promoting a complete community with easy access to essential services and amenities.</p> <p>b) The proposed development will comply with AODA standards, ensuring accessible entrance to the building. The location and design of the proposed development promotes walkability and offers easy access to current and future public transit and local services, supporting inclusivity for all residents.</p> <p>c) The mix of rental unit types ensures affordability and diversity, benefiting a broad range of income levels. The inclusion of indoor and outdoor amenity space enhances residents quality of life, promoting social equity and well-being.</p>
--	---	---

Housing

<p>2.2.1</p>	<p>Planning authorities shall 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:</p> <p>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</p>	<p>a) A variety of unit types are being proposed within the mixed-use building, including studio suits, one-bedroom, two-bedroom, and three-bedroom units. This allows for the provision of housing alternatives for a number of</p>
---------------------	---	--

	<p>housing options including affordable housing needs;</p> <p>b) permitting and facilitating:</p> <ul style="list-style-type: none"> i. 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 ii. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites... <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</p>	<p>incomes with access to existing and future public services.</p> <p>b) The proposed mixed-use development contemplates opportunity for housing options through varying bedroom and retail unit types, in an area of the downtown core with opportunity for economic growth, density increase, and redevelopment. The location of the proposed allows for residents to have access to all necessities, promoting social, health and economic wellbeing of the future residents and downtown core.</p> <p>c) The proposed development will provide alternative housing options at a density that supports transit which contributes to the overall mix of uses along this portion of Fountain Street, while making more efficient use of existing infrastructure and land.</p> <p>d) The proposed development is located within 500 metres to Guelph Central Station, promoting an accessible and transit-supportive development while prioritizing intensification in proximity to transit.</p>
--	---	--

Settlement Areas

<p>2.3.1.1</p>	<p>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</p>	<p>The subject lands are located within the City of Guelph’s Urban Growth Centre, or Downtown, and identified within the Built Boundary, where growth and intensification are encouraged within the City’s Official Plan.</p>
<p>2.3.1.2</p>	<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; 	<ul style="list-style-type: none"> a) The proposed development will efficiently use land and resources

	<ul style="list-style-type: none"> 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 	<p>by introducing mid-market rental housing within a designated growth area.</p> <ul style="list-style-type: none"> b) The site will utilize and invest in existing and planned infrastructure and public service facilities, optimizing the use of these systems. c) The proposed development is surrounded by a mix of residential, retail, employment and institutional uses, encouraging regular, non-motorized travel. d) The site is located within a designated MTSA within the Downtown area, the site is in proximity to easily accessible public transit routes and will increase ridership potential. e) Not applicable.
2.3.1.3	<p>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</p>	<p>The development proposes appropriate intensification in an established transit-supportive, urban growth area, maximizing efficient use of land and contributing to the achievement of complete communities.</p>
Strategic Growth Areas		
2.4.1.1	<p>Planning authorities are encouraged to identify and focus growth and development in strategic growth areas</p>	<p>The proposed development is within the Downtown area of the City, and is designated as within a Strategic Growth Area.</p>
Major Transit Station Areas		
2.4.2.2	<p>Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of</p>	<p>The proposed development is located within 250 meters of the Guelph Central Station, with access to VIA Rail, GO trains, and local busses. The location in proximity to the Central Station allows for a</p>

	<ul style="list-style-type: none"> a) 200 residents and jobs combined per hectare for those that are served by subways; b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail. 	<p>reduced dependency on personal vehicles and supports a 15-minute community.</p> <p>The proposed development aligns with the density targets, contributing a mix of residential and retail uses within a designated transit-supportive area.</p>
2.4.2.3	Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate.	By introducing higher-density housing within a key transit station area, this project optimizes existing public infrastructure and services, supporting the City's growth strategy.
2.4.3	Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.	The site is strategically located within a MTSA and frequent transit corridor, reinforcing the policy objective of transit-oriented intensification.
Sewage, Water and Stormwater		
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	As per the Functional Servicing and Stormwater Management Report prepared by R.J. Burnside & Associates Limited, the development will connect to existing municipal water, sanitary, and stormwater services.
3.6.8	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle; 	The subject property is proposed to connect to existing storm infrastructure and the detailed stormwater design will be confirmed through the future Site Plan Approvals process.

	<ul style="list-style-type: none"> b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads; c) minimize erosion and changes in water balance including through the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale. 	
--	---	--

Based on the foregoing, it is our opinion that the proposed development is consistent with the PPS 2024.

c) City of Guelph Official Plan

The City of Guelph Official Plan is the principal land use planning document guiding the long-term growth, development, and conservation of the City. The Official Plan establishes the framework for managing population and employment growth, land use change, infrastructure investment, and environmental protection consistent with the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The Plan was originally approved by the Ministry of Municipal Affairs and Housing in 1994 and has since undergone several comprehensive updates, most notably through Official Plan Amendment 48 (OPA 48), approved by the Province in 2018, which brought the Plan into conformity with the Growth Plan, and OPA 80, approved by the Minister on April 11, 2023, through the *Planning Statute Law Amendment Act, 2023 (Bill 150)*. The February 2024 consolidation includes all amendments up to and including OPA 80, as well as OPAs 81 through 87, 89, 91, and 92, which reflect refinements to the City’s growth management and land use policies.

The City recently undertook a Downtown Guelph Height and Density Study (OPA 106), which assessed the appropriate scale, massing, and transition of tall buildings within the Downtown

Secondary Plan area. This study provides an updated framework for evaluating high-rise development proposals, ensuring that new buildings achieve compatibility with heritage character, maintain access to sunlight and sky views, and contribute to a well-designed urban skyline consistent with the City’s long-term vision for intensification. Through this study, the Official Plan has been amended to permit building heights of 24 storeys on the subject land, consistent with the scale proposed by the development.

i. Delineated Built-Up Area

Section 3.4 5 of the Official Plan provides policies for the City of Guelph Delineated Built-Up Area and General Intensification. The table below discusses the policies.

Policy Reference	Policy	Discussion of Conformity
3.4 5.2	The minimum intensification target for the delineated built-up area is as follows: a minimum of 46% of all residential development occurring annually will be within the delineated built-up area.	The proposed development supports the City’s intensification target by introducing a high-density residential component within the built-up area. The redevelopment of the site for a 24-storey mixed-use building with office and residential uses will yield a substantial number of new dwelling units within the urban boundary, aligning with the minimum 46% intensification target.
3.4 5.3	The city will promote and facilitate intensification throughout the delineated built-up area, and in particular within downtown and strategic growth areas as identified on schedule 1a.	The subject lands are located within the downtown secondary plan area, which is identified as a Strategic Growth Area and MTSA. The proposal for a high-rise mixed-use development is consistent with the city’s intent to direct intensification to these central, transit-supportive areas. The site’s proximity to Guelph central station further reinforces its strategic role in accommodating growth within the downtown mobility hub.
3.4 5.4	To support the achievement of the minimum intensification target, vacant or underutilized lots, greyfield, and brownfield sites will be revitalized through the promotion of infill development, redevelopment, and expansions or conversion of existing buildings.	The proposal represents the redevelopment of an underutilized site at a prominent downtown location. The existing condition (primarily surface parking and low-intensity uses) will be transformed into a compact, mixed-use form that optimizes land use and infrastructure. This aligns with official plan direction to revitalize greyfield sites within the built-up area.
3.4 5.5	A diverse range and mix of housing options and densities	The proposed residential component contributes to the diversification of housing

	will be planned, including affordable housing and additional residential dwelling units to meet projected needs of current and future residents at all stages of life and to accommodate the needs of all household sizes and incomes.	supply in the downtown by providing apartment-style units in a transit-oriented setting. The development will complement existing low- and mid-rise housing forms in nearby neighbourhoods, supporting a range of unit types and densities in accordance with this policy direction.
3.4 5.6	Development within the delineated built-up area will be encouraged to generally achieve higher densities than the surrounding areas while achieving an appropriate transition of built form to adjacent properties.	The proposed 24-storey building represents a higher-density form appropriate for the downtown core, consistent with its designation as a Major Transit Station Area and a Strategic Growth Area. Building setbacks above the podium and tower design measures ensure a sensitive transition to adjacent streets and lower-scale buildings, satisfying the intent of this policy.
3.4 5.7	Development within the delineated built-up area will create attractive and vibrant spaces in accordance with the urban design policies of this plan.	The proposed design includes active ground-floor frontages along Wyndham and Fountain Streets, public realm enhancements, and a high-quality podium design that contributes to a vibrant and pedestrian-oriented streetscape. These elements align with the Official Plan's urban design policies and the downtown secondary plan's goal of creating an animated and cohesive urban environment.

Based on the foregoing, it is our opinion that the proposed development demonstrates comprehensive conformity with Section 3.4 of the City of Guelph Official Plan.

ii. Downtown: The Urban Growth Centre and Protected Major Transit Station Area

The subject property is within the Strategic Growth Area (SGA) and Major Transit Station Area (MTSA) designations in Schedule 1a of the City Official Plan (Figure 25).



Figure 25: City of Guelph Official Plan - Schedule 1a: Urban Structure

Section 3.5 and 3.6 of the Official Plan provides policies for the City of Guelph Downtown SGA and MTSA Designation. The table below discusses the policies.

Policy Reference	Policy	Discussion of Conformity
3.5.2.2	Downtown will continue to be a focal area for investment in office employment, commercial, recreational, cultural, entertainment and institutional uses while attracting a significant share of the city’s residential growth.	The proposed 24-storey mixed-use redevelopment contributes directly to downtown Guelph’s continued role as the City’s focal area for growth and investment. The project introduces a high-density residential tower with active ground-floor commercial uses, adding new residents, services, and activity in proximity to the downtown transit hub. The development reinforces the area’s role as a complete, vibrant, and transit-supportive urban core consistent with the City’s intensification and economic development objectives.
3.5.2.5(ii)	Downtown will be planned and designed to provide 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.	The proposal delivers a significant addition to downtown’s residential housing supply, helping to meet the City’s intensification and housing diversity targets. The inclusion of residential and commercial space supports live/work opportunities and active street-level uses that contribute to economic vitality. Its proximity to the Guelph central station ensures a strong alignment with transit-supportive density

		<p>principles and supports reduced automobile dependence. The project therefore advances the City's goal of creating a complete, mixed-use, and transit-oriented downtown.</p>
<p>3.6.2</p>	<p>Strategic growth areas provide a focus for investment in transit, other infrastructure and public service facilities to support forecasted growth while supporting a more diverse range and mix of housing options.</p>	<p>The subject property is located within a designated strategic growth area in Downtown Guelph. The proposed development leverages existing and planned investments in infrastructure, transit, and public amenities to accommodate additional housing supply and employment-generating uses. The project represents compact, efficient urban growth consistent with the City's strategic growth framework and supports the delivery of a more diverse mix of housing types within the urban growth centre.</p>

<p>3.6.3(i-iv)</p>	<p>Strategic growth areas will be planned and designed to:</p> <ul style="list-style-type: none"> (i) achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels; (ii) be well served by transit and facilitate pedestrian and cycling traffic; (iii) provide mixed-use development in a higher density, compact form that supports walkable communities and live/work opportunities; and (iv) provide a mix of residential, office, institutional, and commercial uses that allows for a range of housing options and services. 	<p>The proposed development exemplifies the intent of a strategic growth area by achieving a substantial increase in residential density in a highly accessible, transit-oriented location adjacent to the Guelph central station. The building form supports active transportation, with strong pedestrian connections to fountain and Wyndham Streets and secure on-site bicycle parking. The mixed-use design provides new commercial space at grade and a diverse range of residential units above, supporting a vibrant, walkable downtown environment. This integrated land use mix promotes live/work opportunities and aligns with Guelph's objectives for compact urban form and sustainable mobility.</p>
---------------------------	---	---

Based on the foregoing, it is our opinion that the proposed development is aligned with the Official Plan SGA and MTSA designations.

iii. Development and Site Alteration Adjacent to Protected Heritage Property

As noted, the existing building at 70 Fountain Street is a listed (non designated) property. The subject property is adjacent to 81 Farquhar Street and 72 Wyndham Street South, both individually designated heritage buildings along with many listed heritage buildings in the surrounding neighbourhood. See Figure 26 below.

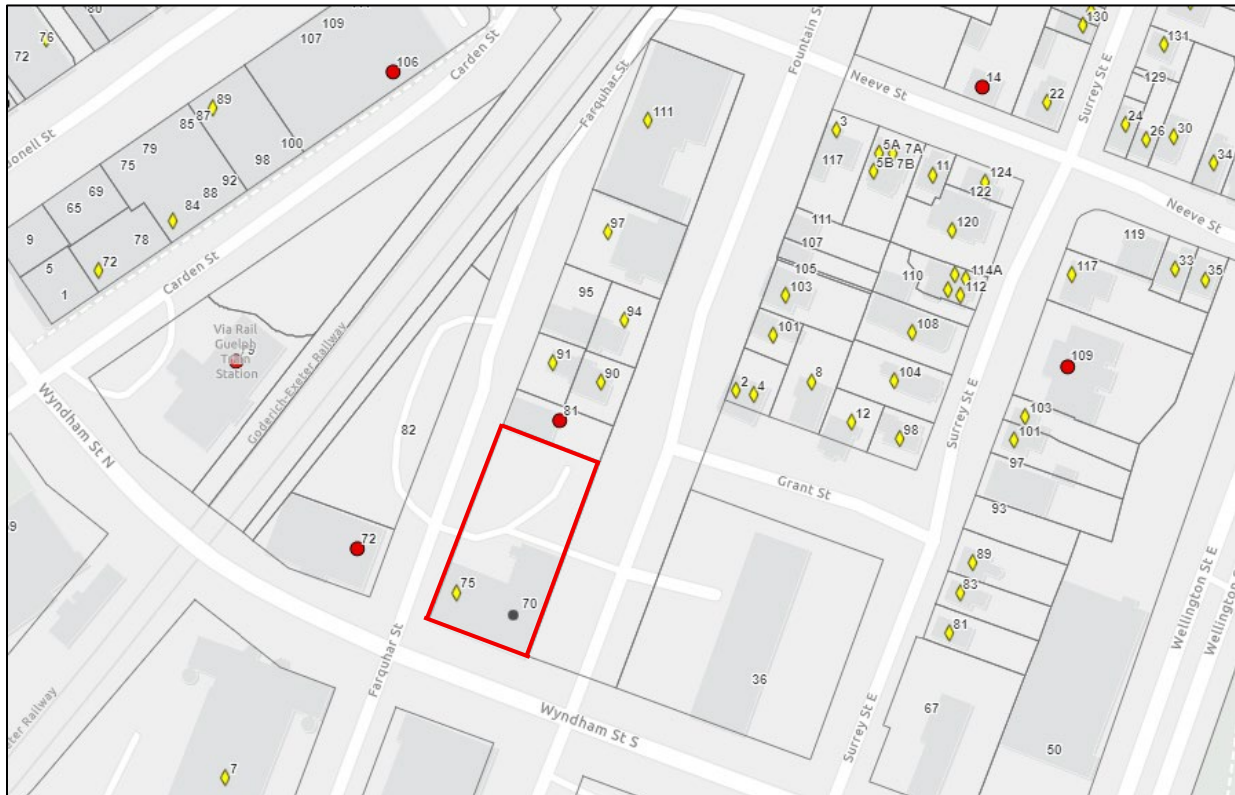


Figure 26: Municipal Register of Cultural Heritage Properties GIS Map (Source: City of Guelph)

Section 4.8 of the Official Plan pertains to heritage in the City, the table below discusses relevant policies.

Policy Reference	Policy	Discussion of Conformity
4.8.4.1	Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated, to the satisfaction of the city, in consultation with heritage Guelph, that the heritage attributes of the protected heritage property will be conserved. Mitigation or avoidance measures may be required to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.	The proposed redevelopment at 70 Fountain Street is located in proximity to several protected heritage properties within downtown Guelph. A Cultural Heritage Resource Impact Assessment (CHRIA) has been prepared to evaluate potential effects and confirm that the heritage attributes of adjacent properties will be conserved. The assessment demonstrates that the new tower is sensitively designed to minimize shadow and view impacts through podium articulation, stepbacks, and material selection. Mitigation measures, including compatible massing and façade treatments that

		reflect local heritage character, have been incorporated to ensure conservation of heritage value in accordance with city policy and heritage Guelph review requirements.
4.8.4.2	Development or site alteration on adjacent lands to a protected heritage property shall require a scoped cultural heritage resource impact assessment to evaluate and demonstrate, to the satisfaction of the city in consultation with heritage Guelph, that the heritage attributes of the designated heritage property will be conserved.	A scoped CHRIA has been completed as part of the development application. The study evaluates potential impacts on adjacent designated properties and confirms that heritage attributes will be conserved through careful attention to building massing, scale, and material compatibility. The analysis identifies no significant adverse impacts, and any potential effects are mitigated through design features and the maintenance of visual relationships along Fountain Street and Farquhar Streets. The proposed development therefore satisfies the City's requirement for heritage impact evaluation and conservation.
4.8.4.3	Development and site alteration on adjacent lands to protected heritage property shall be designed to avoid or mitigate impact on the identified heritage attributes of the protected heritage property, and should be designed to be compatible with the immediate context on the street.	The proposed building design demonstrates compatibility with the immediate heritage context through a well-defined podium height, appropriate stepbacks, and use of high-quality materials that reference the traditional masonry and fenestration patterns found within the downtown core. The podium aligns with the established streetwall height, reinforcing a pedestrian-scaled streetscape that respects adjacent heritage character. The tower element is set back above the podium to minimize visual intrusion and preserve the prominence of nearby heritage resources.
4.8.4.4	Adjacent lands guidelines may be developed by the city to guide the consideration of development adjacent to designated heritage properties or other protected heritage	The proposed redevelopment complies with the intent of emerging city guidelines for development adjacent to heritage resources. The scoped CHRIA prepared for the site follows best

	<p>property and to set out the detailed requirements for a scoped cultural heritage resource impact assessment.</p>	<p>practices consistent with the Ministry of Tourism, Culture and Sport’s guidance on heritage conservation. It identifies potential effects, recommends documenting the existing building, conducting a salvage / deconstruction review, and vibration monitoring, and confirms the project’s compatibility with its heritage context. The design process has been informed by consultation with city staff and heritage Guelph to ensure alignment with the City’s evolving heritage conservation framework.</p>
<p>4.8.4.5</p>	<p>Architectural design guidelines may be developed by the city to guide development and site alteration adjacent to designated heritage properties or other protected heritage property.</p>	<p>The proposed design adopts principles consistent with the City’s architectural and heritage design direction by reinforcing a cohesive relationship between new and existing built form. The podium establishes a clear datum line consistent with neighbouring heritage buildings, while modern materials and detailing provide a contemporary yet respectful contrast. The approach aligns with the City’s intent to manage change in a way that enhances the heritage character of downtown Guelph while accommodating compatible intensification.</p>

Based on the foregoing, it is our opinion that the proposed development is compliant with the City of Guelph Official Plan policies regarding heritage.

iv. Affordable Housing

The City of Guelph recognizes the importance of housing, including affordable housing, in meeting the needs of the City’s existing and future residents. The proposed development contemplates purpose-built, market rate, rental units. Section 7.2.1.2 of the Official Plan pertaining to affordable housing targets reads as follows:

- 2. *The annual affordable housing target requires that an average of 30% of new residential development constitute affordable housing. The target is to be measured city-wide. The target consists of 25% affordable ownership units, 1% affordable primary rental units*

and 4% affordable purpose built secondary rental units (which includes additional residential dwelling units).

The proposed redevelopment introduces a new purpose-built rental building in Downtown Guelph, contributing to the City’s objective of expanding the rental housing supply. The project supports the intent of Section 7.2.1.2 by delivering long-term rental tenure within a compact, transit-oriented area that offers walkable access to employment, commercial, and institutional services.

While the City’s affordable housing target is measured on a city-wide basis, purpose-built rental projects like 70 Fountain Street play a critical role in addressing affordability pressures by increasing stable rental supply and moderating market demand. The development provides a mix of unit types that can accommodate a range of household sizes and income levels, aligning with the City’s direction to support diverse and attainable housing options.

As purpose-built rentals are typically held in single ownership and managed over the long term, this project contributes to housing stability and supports the City’s policy objective of achieving a balanced tenure mix. Based on the foregoing, it is our opinion that the proposal aligns with Guelph’s broader housing strategy by increasing rental stock in a strategic growth area and supporting transit-supportive densities that can improve overall housing affordability across the community.

v. Downtown Secondary Plan – Mobility and Streetscapes

As the subject property is located within the Downtown area, the City of Guelph Official Plan holds policies in reference to mobility within the Downtown area. The table below discusses mobility policies in Section 11.1.4 and streetscapes in Section 11.1.5.

Policy Reference	Policy	Discussion of Conformity
Mobility		
11.1.4.1.1	Urban standards that emphasize the efficient use of land and infrastructure and support a pedestrian-oriented environment and high-quality urban design shall be applied to the engineering and design of transportation infrastructure in downtown. Urban standards shall be applied in the update of the downtown public realm plan and private realm manual.	The proposed redevelopment applies a compact, high-density built form that supports efficient use of existing transportation and servicing infrastructure. The design introduces an active, pedestrian-oriented street frontage along Wyndham and Fountain Streets, contributing to a continuous and animated public realm. The podium design, integrated landscaping, and pedestrian connections support the city’s intent to create a cohesive and walkable downtown environment, consistent with urban standards envisioned by

		the official plan and forthcoming public realm updates.
11.1.4.1.2	<p>In the design of public right of ways, the city will balance the provision of a safe, functional and attractive pedestrian-oriented environment with an acceptable level of vehicular traffic. The city is prepared to accept a level of service which reflects the constraints of the right-of-ways downtown, in return for a more pedestrian-oriented environment and achievement of urban design objectives along its roads. To achieve this environment, the city may use a variety of techniques, depending on the function of the road, including alternative engineering standards. Similarly, in the design of its right of ways, the city will also balance the need for, where appropriate, bicycle facilities, loading facilities, transit priority measures, on-street parking and other infrastructure needs, including street trees. These issues will be considered in a holistic manner to create a final design which is sensitive to the urban context of downtown and the street classification.</p>	<p>The site design promotes multimodal access and prioritizes pedestrians within the constrained urban rights-of-way of downtown Guelph. The building's interface along Wyndham Street includes widened sidewalks, weather-protected entryways, and direct pedestrian connections that encourage active transportation. The design reflects the city's willingness to balance vehicular movement with improved pedestrian comfort and urban design quality, aligning with policy 11.1.4.1.2. Bicycle parking, limited on-site vehicle access, and transit proximity (Guelph central station within walking distance) further reinforce this multimodal approach.</p>
11.1.4.1.3	<p>The city shall amend the downtown public realm plan and Guelph trails master plan to conform to this plan as it applies to the established street hierarchy.</p>	<p>The 70 Fountain Street project is compatible with the evolving public realm hierarchy established in the downtown secondary plan. By reinforcing the pedestrian priority network and providing ground-level articulation and public realm improvements, the development supports future updates to the downtown public realm plan and Guelph trails master plan. The project strengthens linkages between Fountain Street, Wyndham Street, and the central station area, enhancing pedestrian connectivity</p>

		within the downtown mobility framework.
11.1.4.1.4	<p>Transportation demand management (TDM) will be critical to achieving a transportation system downtown that provides and promotes attractive alternatives to the automobile. The city shall work with transit providers, developers and businesses downtown to develop and implement tdm measures that promote the use of transit, walking, cycling and carpooling. The city may require large-scale development or businesses to complete a tdm plan. Tdm plans will describe facilities and programs intended to discourage single occupancy vehicle trips, minimize parking and promote transit use, cycling, car sharing and/or carpooling. The city may permit reduced parking standards for developments which demonstrate through a tdm plan and implementation strategy that a reduction in parking standards is appropriate.</p>	<p>The proposed redevelopment aligns with the city’s TDM objectives by reducing reliance on private vehicles and promoting transit and active transportation. The site’s immediate access to Guelph central station supports reduced parking supply, while secure indoor bicycle storage and the integration of shared mobility options help achieve sustainable travel behaviour. The project’s parking approach, including reduced ratios and reliance on structured parking, supports the city’s policy to minimize single-occupancy trips and demonstrates an appropriate context for reduced parking standards under policy 11.1.4.1.4.</p>
11.1.4.1.5	<p>The city acknowledges the importance of the railways that traverse downtown for the movement of people and goods and shall work with the operators of the railways to ensure land uses adjacent to the rail corridors are compatible through strategies such as appropriate buffering in the design of development.</p>	<p>The subject property is located in proximity to the rail corridor serving Guelph central station. The proposed building design includes appropriate setbacks, buffering, and orientation to ensure compatibility with adjacent railway uses. The development will incorporate measures such as enhanced glazing, façade treatments, and acoustic mitigation as necessary to address potential noise or vibration impacts. This approach ensures that land use and built form remain compatible with nearby rail infrastructure while supporting the city’s goal of maintaining downtown as a mixed-use, transit-oriented hub.</p>

Street Network		
11.1.4.2.3	<p>Downtown Main Streets are the main commercial streets within Downtown—Wyndham Street north of Wellington Street, MacDonell Street west of Wellington Street and Quebec Street. While accommodating cars, trucks and bicycles, Downtown Main Streets should be considered “pedestrian and transit priority streets” and have the following characteristics:</p> <ul style="list-style-type: none"> • The zones for pedestrians on these streets should be a minimum of six metres wide on both sides, where possible, except Quebec Street which will be approximately three and a half metres; • On-street parking should be permitted on Downtown Main Streets north of Carden Street to support local business and provide a buffer between pedestrians and moving traffic; • Dedicated bike facilities should be accommodated on MacDonell Street and Wyndham Street where necessary based on the function of the roadway. 	<p>The proposed development fronts Wyndham Street, identified as a Downtown Main Street, and therefore contributes to a pedestrian- and transit-priority environment consistent with the policy intent. The project strengthens the public realm through a wide sidewalk zone, active at-grade uses, and minimal vehicular intrusion, reinforcing Wyndham Street’s function as a walkable, vibrant Downtown corridor. Informed by OPA 106 (Downtown Height and Density Study), which supports increased height and density where appropriate urban design principles are achieved, the proposal balances vertical intensification (24 storeys) with a strong podium expression, street-level animation, and enhanced pedestrian connectivity that respect the human scale of the Main Street context.</p>
11.1.4.4	<p>Secondary Streets are key streets providing access to and through Downtown. They include London Road, Suffolk Street, Fountain Street east of Gordon Street and Neeve Street south of Wellington Street. Generally, Secondary Streets should accommodate two travel lanes, on-street parking and sidewalks with a minimum width of two metres.</p>	<p>The site’s Fountain Street frontage is designated as a Secondary Street, serving both access and circulation functions within the Downtown grid. The proposed development provides a continuous pedestrian connection, landscaped interface, and active ground-floor treatment, aligning with the City’s intent for Secondary Streets to accommodate multimodal movement. The design ensures a comfortable and animated pedestrian</p>

		<p>environment, with setbacks and materials chosen to complement the established Downtown character. The scale of the podium and tower components reflects the height permissions under OPA 106, achieving density while maintaining compatibility with the adjacent heritage and mixed-use fabric.</p>
11.1.4.5	<p>Existing and potential new Local Streets are intended to provide access to development and facilitate circulation by all modes Downtown. They generally will accommodate two travel lanes and parking on one or both sides. All Local Streets should have sidewalks on both sides and be designed such that cyclists can safely share the road with vehicles.</p>	<p>The site's proximity to smaller Local Streets within Downtown enhances connectivity for pedestrians, cyclists, and vehicles. The proposal supports this multi-modal framework by including secure bicycle parking, short-term visitor racks, and clear pedestrian pathways that link into the broader street network. These measures contribute to the City's sustainable mobility goals and complement the compact urban form envisioned in OPA 106.</p>
11.1.4.11	<p>In addition to securing the right of ways in accordance with the requirements of Table 1, the City may require additional lands at intersections to provide for turning lanes and other special treatments, where warranted. Such additional right of way requirements shall be kept to the minimum and shall be determined at the time of the design of the road facilities and will become part of the required right-of-way.</p>	<p>The proposed redevelopment acknowledges that minor right-of-way adjustments may be required at the Fountain/Wyndham intersection to support vehicular turning movements or public realm enhancements. The design is flexible to accommodate such refinements through Site Plan Approval, ensuring that any required dedications are minimal and do not compromise the pedestrian-focused design intent. The proposal aligns with the City's Downtown transportation vision, integrating intensification with a context-sensitive streetscape that supports the principles of OPA 106.</p>
Streetscape		
11.1.5.1.3	<p>The primary streetscapes identified in Schedule B include the main entry roads into Downtown. As such they should</p>	<p>The subject property is located at a prominent gateway location within the Downtown Secondary Plan area,</p>

<p>have a character that reflects the desired qualities of Downtown and reinforces physical connections between Downtown and surrounding neighbourhoods. Primary streetscapes should be lined with consistently spaced trees that help to frame the street and views to Downtown and generally beautify the approaches to Downtown. The pedestrian zones should be generous and be comprised of high quality, durable materials. Crosswalks or entire intersections should have distinct paving, different in texture and colour from the roadway, to add interest to the streetscape and signal to drivers and cyclists the likely presence of pedestrians.</p>	<p>immediately adjacent to Farquhar Street and Wyndham Street South, both of which serve as important connectors to the broader downtown core and Guelph Central Station.</p> <p>The proposal aligns with the intent of this policy by incorporating a well-articulated podium design, generous pedestrian zones, and high-quality materials that enhance the public realm and contribute to the beautification of the approach into Downtown. The development's active street frontage, landscaping, and public realm improvements, including consistent paving treatments and potential for enhanced tree planting, will help frame the street, create visual continuity, and reinforce the pedestrian-oriented character envisioned for Downtown's primary streetscapes.</p>
--	---

Based on the foregoing, it is our opinion that the proposed development aligns with mobility and streetscape policies regarding the Downtown area.

vi. Downtown Secondary Plan - Land Use and Build Form

According to Schedule D, the subject property is located within the Downtown. Section 11.1.7.2 of the City of Guelph's Official Plan discusses the general built form and site development policies. See Figure 28 below. The table below addresses relevant Section 11.1.7.2 Built Form policies.

Policy Reference	Policy	Discussion of Conformity
11.1.7.2.3.(a)	Buildings shall be oriented towards and have their main entrance on a street or open space.	The proposed building orients all active frontages and its principal entry toward Wyndham Street, ensuring a strong relationship with the public realm and consistent with downtown design intent. Detailed treatments are addressed in the Urban Design Brief.

(b)	Long buildings over 40 metres shall break up their mass through articulation or material changes.	The building massing is articulated through podium-tower design, vertical modulation, and material differentiation, effectively reducing perceived scale and maintaining pedestrian comfort. Refer to Urban Design Brief for elevations and treatment strategy.
(c)	Mechanical penthouses and elevator cores shall be screened and integrated.	All rooftop mechanical equipment will be fully screened and architecturally integrated into the tower design, maintaining a cohesive skyline profile per the Urban Design Brief.
(d)	Balconies shall be recessed and integrated; exposed concrete balconies not permitted.	Juliet balconies are well integrated into the facades and clad in high-quality materials, avoiding exposed concrete and reinforcing façade continuity. Further detail provided in the Urban Design Brief.
(e)	Residential pick-up/drop-off areas should be located on secondary or local streets, not primary streets.	The drop-off and vehicular access are positioned on fountain street, minimizing conflict with pedestrian movement along Wyndham Street, as supported by the Urban Design Brief's site circulation plan.
(f)	Ground-floor residential patios should be raised for privacy and transition.	Ground-floor units along Fountain Street incorporate modest grade separation and landscaped buffers, establishing privacy and an appropriate transition between public and private realms.
(g)	Buildings should use high-quality, enduring materials such as stone, brick, and glass.	The design employs a palette of stone, brick, and transparent glazing, consistent with downtown's architectural character and durability standards, as detailed in the Urban Design Brief.
(h)	The massing and articulation of tall buildings shall moderate visual and shadow impacts and maintain skyline prominence of the church of our lady.	The tower design incorporates setbacks, slender proportions, and material contrast to reduce shadowing and visual bulk while respecting key view corridors. Tower floorplates and ratios are addressed in the Urban Design Brief.
(i)	Maximum floorplate of floors above the 6th storey: 1,200 m ² ; above the 8th storey: 1,000 m ² ; ratio not to exceed 1.5:1.	A site-specific amendment seeks to permit a tower floorplate ratio of 2.2:1 above the 8th storey. As outlined in the urban design brief, the proposed proportion remains slender, contextually

		appropriate, and consistent with downtown’s tall building principles.
11.1.7.2.6	The use of the maximum Floor Space Index (FSI) to justify extra height, the use of the maximum height to justify extra density, or use of either of those regulations to deviate from the other built form policies of this plan will be deemed to meet neither the intent nor spirit of this plan.	<p>The proposal demonstrates alignment with the intent and spirit of the Downtown policies by ensuring that the proposed height of 24 storeys is supported by a comprehensive design rationale, as outlined in the Urban Design Brief and informed by the OPA 106 Height Study, which identifies this location as appropriate for taller building forms within Downtown Guelph.</p> <p>Rather than relying on FSI or height figures in isolation, the development has been designed holistically, balancing built form, massing, and public realm considerations to ensure compatibility with adjacent heritage properties and the surrounding context. The slender tower design, defined podium base, and high-quality materials collectively contribute to a well-proportioned and contextually responsive urban form, consistent with the City’s broader objectives for design excellence and place-making within the Downtown.</p>

Based on the foregoing, it is our opinion that the proposed development is aligned with recent policy and is generally compliant with the site-specific Official Plan policies.

vii. Downtown Secondary Plan – ‘Mixed Use 1’ Land Use Designation

According to Schedule C of the Downtown Secondary Plan, the subject property is designated ‘Mixed Use 1’ and is subject to ‘Active Frontage Requirements’. See Figure 27 below. Policy 11.1.7.3.2 defines all permitted uses within the ‘Mixed Use 1’ Area, and includes retail and service use, and multiple unit residential buildings, allowing for the proposed development.

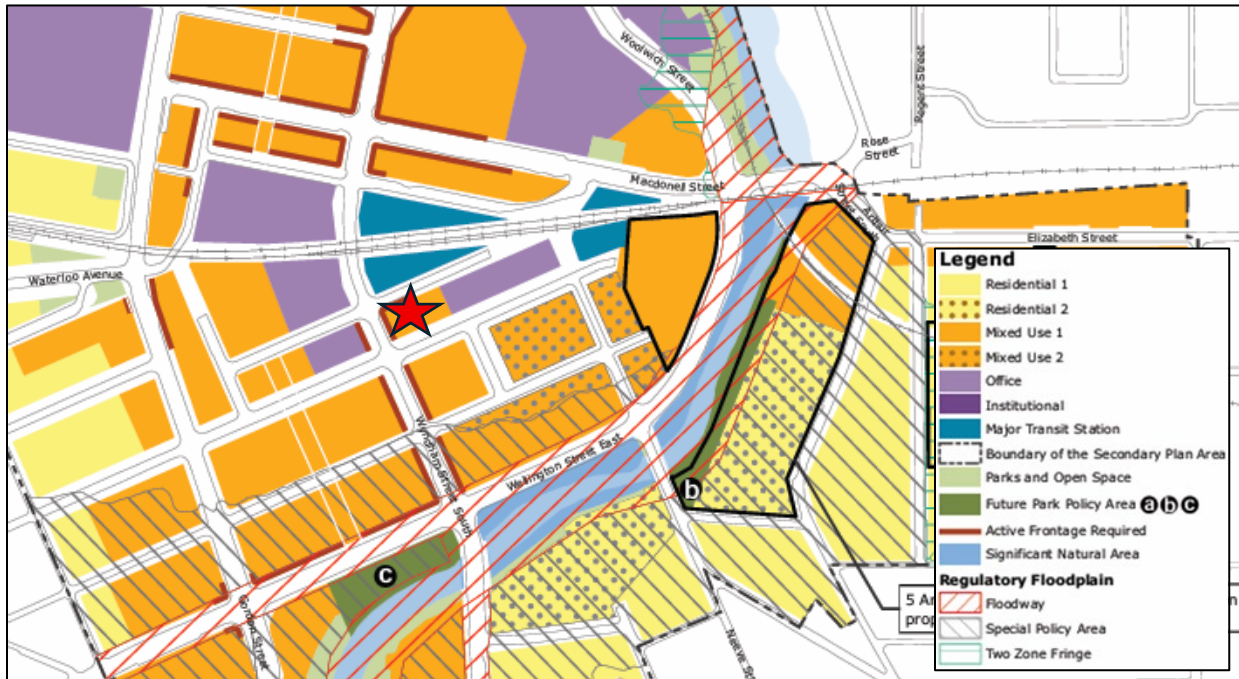


Figure 27: City of Guelph Official Plan - Schedule C: Downtown Secondary Plan Land Use

Section 11.1.7.3.4 of the Official Plan provides policies for the City of Guelph Mixed-Use 1 Designation. The table below discusses the policies.

Policy Reference	OPA 106 Policies	Discussion of Conformity
11.1.7.3.4	On key streets, active frontages will be achieved to reinforce the role of these streets or portions of streets as commercial, pedestrian-oriented, urban streetscapes.	Fountain Street, Wyndham Street, and Farquhar Street are designated key streets. The proposed development provides continuous retail and service uses along these frontages, ensuring pedestrian engagement and reinforcing downtown’s commercial character.
	a) retail and service uses, including restaurants and personal service uses, or entertainment uses shall generally be required on the ground floors of all buildings at the street edge.	The ground floor along Fountain Street and Wyndham Street includes retail spaces and service uses that activate the streetscape and encourage pedestrian activity.
	b) offices are also permitted on the ground floors; however, such uses should be	The residential lobby is located on Farquhar Street, allowing Fountain Street and Wyndham

	encouraged elsewhere downtown to maintain a strong retail character. The zoning by-law may restrict size or width along the street to protect commercial function.	Street frontages to be dedicated to retail, maintaining active and engaging street edges.
	c) buildings should contribute to a continuous street wall that has a minimum height of 3 storeys, with infrequent and minimal gaps between buildings.	The development features a 4-storey podium along Fountain Street and Wyndham Street, providing a continuous street wall with minimal visual breaks, compatible with adjacent buildings.
	d) the width of retail stores and frequency of entrances shall contribute to a continuously active public realm and give the street wall a visual rhythm. Width of stores may be limited by the zoning by-law to ensure a rhythm of entrances.	Multiple retail entries are provided along the active frontages, creating visual rhythm and continuous pedestrian engagement. Storefront widths and glazing patterns reinforce an active and vibrant street edge.
	e) ground floor heights will generally be a minimum of approximately 4.5 metres floor to floor, and windows shall correspond appropriately. A large proportion of the street-facing wall shall be glazed.	The ground floor height is 6 m. Extensive glazing on the street-facing façades enhances transparency, visual interest, and connection between indoor retail spaces and the public realm.
11.1.7.3.5	Generally buildings in Mixed Use 1 areas shall be built close to the front property line to help frame and animate adjacent streets. The Zoning By-law shall establish maximum setbacks on streets where active frontages are required. On all other streets minimum and maximum setbacks shall be established. The Zoning By-law may include limited exceptions to the build-to lines and maximum setbacks while ensuring that a consistent streetwall is	<p>The proposed development positions the building close to the front lot lines along Wyndham and Fountain Streets, reinforcing the established urban edge and framing the streetscape consistent with the intent of the Mixed Use 1 policies.</p> <p>Minor variations in setbacks accommodate pedestrian circulation, landscaping, and active ground-floor uses, ensuring a continuous, animated streetwall that enhances public realm</p>

	extended, maintained or established	quality. As demonstrated in the Urban Design Brief, the proposed setbacks contribute to a cohesive and pedestrian-oriented frontage while maintaining flexibility for functional site design and accessibility.
11.1.7.3.6	To respect the historic character of Downtown and ensure a human-scale pedestrian realm, buildings taller than 4 storeys in Mixed Use 1 areas shall generally have a stepback between the second and sixth storeys respecting existing stepbacks or rooflines of adjacent properties, except on Gordon Street and Wellington Street, where the stepback may be located above the sixth storey.	The proposed development contemplates a 24-storey building, with a podium stepback at the fifth storey, therefore the proposed development respects the historic character of the Downtown and ensures a human-scale in regard to this policy.
11.1.7.3.7	All buildings shall reflect their urban context and should have detailed and well articulated street level façades with high quality materials. Blank walls facing a street or public open space shall be avoided.	The proposed building design responds directly to its urban Downtown context with highly articulated façades, transparent glazing, and high-quality materials that enhance the pedestrian experience. The design eliminates blank walls along both Wyndham and Fountain Streets, promoting visual interest and reinforcing the site's contribution to the active public realm, as further detailed in the Urban Design Brief.
11.1.7.3.8	Generally, entrances to non-residential uses shall be flush with the sidewalk, for ease of access and to maintain a strong relationship to the street.	Ground-floor entrances for non-residential uses are flush with grade and directly accessible from the public sidewalk, supporting universal accessibility and a seamless interface with the pedestrian realm. This approach strengthens street-level animation and aligns with Downtown accessibility objectives, as

		described in the Urban Design Brief.
11.1.7.3.9	<p>As identified on Schedule C, there are areas containing multiple properties west of the Speed River that represent significant opportunities for coordinated and integrated redevelopment: the Baker Street Property and the Wellington Street /Neeve Street Area. Each of these sites shall be developed based on comprehensive master plans for the site.</p> <p>Therefore, in addition to any other submissions required as part of a complete planning application for either of these two sites or any portion thereof, a detailed Urban Design Master Plan shall be prepared for the site by the applicant to the satisfaction of the City and in consultation with the community. The Urban Design Master Plan will be prepared in accordance with the policies of 11.1.8.5.</p>	Not applicable.

Based on the foregoing, the proposed development is aligned with the Mixed-Use One designation.

viii. Building Heights (OPA 106)

The Downtown Guelph Building Heights Study (2023-2024) informed OPA 106 and updated the City’s understanding of appropriate height distribution across the downtown core. On August 22, 2025 the Ontario Land Tribunal issued a verbal order for OPA 106 which brought OPA 106 into force and effect as of May 26, 2025.

OPA 106 implements the findings of the Downtown Building Heights Study and introduces new policy and mapping updates to guide height and urban design within the Downtown Secondary Plan Area. Figure 28 below shows the Schedule D, Downtown Secondary Plan Maximum Building Heights.



Figure 28: City of Guelph Official Plan - Schedule 'D': Downtown Secondary Plan Maximum Building Heights

Based on the foregoing, the proposed development aligns with the height study maximum for the subject property, as the development contemplates 24-storeys.

ix. Site-Specific Policy 11.1.7.3.9.1

The subject property is subject to Site-Specific Policy 11.1.7.3.9.1, per the previous Official Plan Amendment that was approved by the OLT, which outlines the following policies:

Policy reference	Policy	Discussion of Conformity
11.1.7.3.9.1(a)	Notwithstanding schedule d, the maximum building height is 16 storeys.	While the site-specific policy currently limits height to 16 storeys, OPA 106 (downtown height and density study, recently approved) identifies the property as suitable for increased height, up to 24 storeys, reflecting its central downtown location, proximity to Guelph central station, and capacity to accommodate higher density in alignment with the city’s intensification framework. The proposed building height conforms to the updated policy direction established through OPA 106, maintaining an appropriate transition and skyline profile consistent with the downtown’s urban design vision.
11.1.7.3.9.1(b)(i)	The implementing zoning shall require a minimum of 1,550 square metres of gross floor area used solely for office uses as part	The proposal includes an Official Plan Amendment (OPA) to remove the requirement for a minimum of 1,550 square metres of office space. This change recognizes the updated land use framework under OPA 106, which prioritizes

	of any development or redevelopment on the property. Additional gross floor area for office uses is encouraged.	<p>mixed-use, high-density residential development in proximity to major transit nodes.</p> <p>Market trends and policy shifts since the original site-specific policy was established have demonstrated limited demand for traditional office space in this area. The proposed purpose-built rental development provides a more viable and community-responsive use, while maintaining the intent of the Mixed Use 1 designation through an active ground floor and pedestrian-oriented streetscape.</p>
11.1.7.3.9.1(c)	Further to policy 7.2.5, the conversion of rental accommodation to condominium housing tenure is not permitted on this site.	The proposed development remains consistent with this policy as it is designed to function as a purpose-built rental building with long-term rental tenure. This approach supports the city's affordable housing targets under policy 7.2.1, contributes to downtown housing diversity, and reinforces the policy direction to maintain a stable supply of rental housing in the urban core.

Based on the foregoing, the applicant is proposing to maintain the existing 'Mixed Use 1' land use designation in Schedule C of the Official Plan; however, a Site-Specific Official Plan Amendment is being requested to delete the above noted Subsection 11.1.7.3.9.1 of the Official Plan in its entirety.

More specifically, the intent is to remove the minimum office space requirement of 1,550 sq. m, as well as the height permission of 16 storeys which is no longer applicable due to OPA 106 that increased the permitted height to 24 storeys on the subject property. The existing condominium conversion policy in Subsection 11.1.7.3.9.1 would also no longer apply, as the proposed development is specifically for purpose built rental. Please see Section 7.b) of this Report below for additional rationale/justification.

d) City of Guelph Zoning By-Law

The subject property is currently zoned Downtown with Special Provision (D.1-27(H28)) Zone, in the City of Guelph Zoning By-law (2023) - 20790 and shown in Figure 29 below.



Figure 29: City of Guelph Interactive Zoning Map

i. Existing Downtown 1 Zone

The subject property is currently zoned Downtown 1 (D.1) Zone. As per Section 9.1 of the Zoning By-law, the D.1 Zone permit a broad range of uses in a mix of highly compact development forms. As per Section 9.2, permitted uses include Apartment buildings; Private home day cares; Group homes, Home occupation; Hospice; Live-work units; Lodging house type 1; Long term care facilities; Supportive housing; On-street townhouses; and rear access on-street townhouses.

While the use proposed is permitted, it is noted that the D.1 Zone is not yet aligned with the recently approved OPA 106 which now contemplates more intensive redevelopment of the property. Proposed relief from existing zoning standards are described in the following subsections.

ii. Existing Site-Specific Provisions (D.1-27)

As per Section 18.14.29 of the Zoning By-law, Site-Specific Provisions are applicable to the subject property. As previously noted throughout this Report, the Site-Specific Provisions are a result of a previous Zoning By-Law Amendment that was approved at the OLT in March 2022. The following describes the Site-Specific Provisions applicable to the subject property:

D.1-27 (H28)

70 Fountain Street/ 75 Farquhar Street

a) Permitted Uses

Any new development containing residential uses constructed after the date of this exception is applied to the property shall be in the form of a mixed-use building that:

- (i) Shall have a minimum gross floor area, including all uses, of 18,500 square metres.
- (ii) Shall have a minimum gross floor area of 1,550 square metres used solely for office.
- (iii) Shall have a maximum gross floor area of 12,500 square metres for residential uses.
- (iv) Notwithstanding the definition of “mixed-use building”, may have office and dwelling units that share a vestibule with a common entrance to the outside and separate entrances to the office and dwelling units inside.

b) Maximum Building Height

Notwithstanding Section 9.3(c), the maximum building height shall be 16 storeys.

c) Minimum Tower Setbacks

That the tower portion of the proposed building (each storey above the 4th storey) be setback a minimum of 15 metres from the front (Wyndham Street South) and rear (easterly) lot lines measured perpendicularly from the exterior wall.

d) Minimum Building Stepbacks

Despite Section 9.3(a)(iii), the following minimum stepbacks shall be required for all portions of the building above the 3rd storey:

- (i) Front stepback (from Wyndham Street): 4.5 metres
- (ii) Exterior side stepback (from Farquhar Street and Fountain Street): 3 metres
- (iii) Rear stepback: 11.5 metres

e) Maximum Tower Floorplate

Despite Section 9.3(a), that a maximum tower floorplate of 925 square metres apply to each storey above the 4th storey.

f) Active Frontage Regulations

- (i) Notwithstanding Section 9.3(d)(iv), there shall be no minimum height of the first storey for the portions containing functions such as service space, loading and storage space, and parking garage entrance.
- (ii) Notwithstanding Section 9.3(d)(v), the minimum number of active entrances to the first storey on the exterior side yard building façade abutting Farquhar Street shall be 1.
- (iii) Notwithstanding Section 9.3(d)(vi), along the Farquhar Street street line the uses identified in the active uses column in Table 9.1 with a “P” and common areas for mixed-use building shall occupy a minimum of 40% of the street line.

g) Minimum Parking

For minimum parking requirements:

- (i) Notwithstanding Table 5.4, the minimum number of parking spaces for dwelling units within a mixed-use building shall be 0.81 spaces per unit plus 0.05 visitor parking spaces per unit required by Section 5.6(b).*

h) Parking Setback

Notwithstanding Section 5.2.4(c), a parking area within a parking garage may be located within the first storey of a building up to and at the exterior side lot line shared with Fountain Street.

i) Access to Parking Area

Notwithstanding Section 5.3.1(c), vehicle access to parking area may be from 1 driveway from each exterior side lot line shared with Fountain Street and Farquhar Street.

j) Above-Grade Parking Areas

For any portion of the building used for parking above the first-storey, sloped parking areas (excluding access ramps) are not permitted. Each storey must be level and have a minimum height of 3.5 metres, to permit potential future conversion to office space.

As previously described, these Site-Specific Provisions were tailored to a previous development proposal for the lands which pre-dated recent changes to the Downtown Secondary Plan brought about by OPA 106. As such, the intent of the proposed Zoning By-law Amendment is to repeal and replace the existing Site-Specific Provisions applicable to the subject property. Please refer to Section 6.d.iv of this Report below for the proposed zoning and requested Site-Specific Provisions.

iii. Existing Holding Provision (H28)

The subject property is also currently zoned with a Holding Provision (H28). As per Section 17.1.27 of the Zoning By-law, the Holding Provision is to ensure that development of the subject lands does not proceed until the following condition has been met to the satisfaction of the City related to the subject development:

a) Purpose:

To ensure that development of the subject lands does not proceed until the following condition has been met to the satisfaction of the City related to the subject development.

b) Condition:

That sanitary sewer condition and sanitary capacity is confirmed and available for the proposed development to the satisfaction of the City.

- 1. Should it be determined that any necessary services required for the proposed development are not adequate and available, then prior to the (H) being lifted:*

- (i) Adequate security for the actual design and construction costs of any municipal services required for the proposed development shall be provided to the City in a manner that is satisfactory to the City; and,
- (ii) Any municipal services required for the proposed development shall be designed to the satisfaction of the City; and,
- (iii) Any municipal services required for the proposed development shall be constructed to the satisfaction of the City.

As part of the proposed Zoning By-law Amendment Application, the applicant is seeking to lift/remove the existing H28 Holding Provision. Based on the Functional Servicing and Stormwater Management Brief prepared by R.J. Burnside & Associates Limited completed as part of this submission package, the Brief demonstrates that sufficient sanitary capacity exists to accommodate the proposed development. Please refer to Section 8.d) of this Report for a summary of the Brief.

iv. Proposed Zoning

The proposed Zoning By-Law Amendment seeks to rezone the subject property from the current D.1-27(H28) Zone to a new site specific D.1-XX Zone with Site-Specific Provisions. The intent of the proposed Zoning By-law Amendment is to repeal and replace the existing Site-Specific Provisions applicable to the subject property with new regulations as detailed in the following table. This approach will continue to maintain the list of permitted uses in the D.1 zone (which currently permits the proposed uses) and is in keeping with the D.1 zoning in the surrounding area.

The following table reviews the details of the proposed development to the D.1 zoning regulations and requirements as set out in the Zoning By-law. Regulations shown in **red** below indicate the Site-Specific Provisions requested as part of the Zoning By-law Amendment Application:

Regulation	Requirement	Provided
Minimum Lot Area	N/A	0.2 ha
Minimum Floor Space Index (FSI)	1.5	±14.85
Maximum Floorplate (7th–8th Floors) – Sec. 9.3(A)(I)	1,200 m ²	1,227.1 m²
Maximum Floorplate (Above 8th Floor) – Sec. 9.3(A)(II)	1,000 m ² 1.5:1 length to width ratio	1,058.5 m² 2.2:1 length-to-width ratio

Minimum Tower Setback (Above 12th Storey) – Sec. 9.3(B)(I)	Shall be separated by a minimum of 25 metres from any portion of another Tower above the 12th Storey of any Building, measured perpendicularly from the exterior wall at the 13th Storey.	12.5 m tower setback to northern property line provided.
Minimum Tower Setback (At Or Below 12th Storey) – Sec. 9.3(B)(ii)(A–C)	<p>A minimum tower setback of 6 metres is required from the side lot line and/or rear lot line;</p> <p>Shall be separated by a minimum 12 metres from any portion of another tower at or below the 12th storey of any building, measured perpendicularly from the exterior wall of the tower.</p> <p>Despite Section 9.3(b)(ii)(A) and 9.3(b)(ii)(B), the tower setback may be reduced to a minimum of 3 metres from the side lot line and/or rear lot line if there are no windows to a habitable room on the facing wall of an existing abutting building.</p>	<p>Per the definitions of Podium and Tower, the proposed Tower starts at the 5th Floor and Above. There are no windows to a habitable room on the facing wall of an existing abutting building, as no existing buildings at that are 5 Storeys and above abutting the site. Therefore, 3.0 m would apply.</p> <p>3.0 m</p>
Maximum Building Height – Sec. 9.3(C) / Schedule B-4	6 storeys	24 storeys, measured from the Farquar Street frontage (excludes ‘Lower Level Ground Floor’)
Front Yard Setback (Min./Max.) – Sec. 9.3(D)(i–ii)	0.0 m (min); 0.5 m (max)	0.3 – 0.5 m
Ground Floor Height – Sec. 9.3(D)(iv)	4.5 m	8.25 m
Minimum Active Entrances – Sec. 9.3(D)(V)	1 per 15 m of street line	One (1) principal entrance on Wyndham; not on Farquhar and Fountain
Minimum Glazing (Ground Floor) – Sec. 9.3(D)(vi)	60% of façade up to 4.5 m above grade	Across visible frontages on Fountain, Wyndham and Farquhar, approximately

		56% achieved , where building meets grade.
Garbage Storage Location	Within the building	Within the building
Parking Requirements – Sec. 6.3.3.1.1.1.2	Exempt (MTSA)	95 spaces
Bicycle Parking Requirements – Table 6.3.2.5.3	<u>Residential:</u> 0.68 long-term/unit (288) + 0.07 short-term/unit (30) = 318 spaces <u>Retail:</u> 0.085 long-term/100 m ² (1) + 0.003 short-term/100 m ² (1) = 2 spaces	<u>Residential:</u> 288 long-term + 30 short-term = 318 spaces <u>Retail:</u> 1 long-term + 1 short-term = 2 spaces

Based on the table above, the following Site-Specific Provisions would be required for the proposed D.1-XX Zone:

- Permit a Maximum Floorplate (7th and 8th Floors) of 1,228 m², whereas the Zoning By-law requires 1,200 m²;
- Permit a Maximum Tower Floorplate (above 8th floor) of 1,059 m² and length to width ratio of 2.2:1, whereas the Zoning By-Law requires 1,000 m² and 1.5:1;
- Permit a Minimum Active Entrance of one (1) on Wyndham Street, whereas the Zoning By-Law requires one (1) entrance per 15 metres of street line;
- Permit a Minimum Glazing of 56% of façade up to 4.5 m above grade, whereas the Zoning By-law requires 60%;
- Permit a maximum building height of 24 storeys, with the maximum building height shall being measured from the Farquar Street frontage;
- Notwithstanding anything contrary in the Zoning By-Law, the 'Lower Ground Floor' shall not be construed as a storey;
- Permit Rooftop Amenity Space and exclude from height calculations; and
- Removal/Lifting of Holding Provision H28.

Please refer to Section 7 of this Report below for the planning justification / rationale for each of the requested Site-Specific Provisions.

7. LAND USE PLANNING RATIONALE

This section of the Report builds on the previous sections and provides land use planning opinion with regards to the site-specific planning provisions proposed to accommodate the contemplated development. Each requested provision has been carefully considered in relation to the PPS, the City of Guelph Official Plan, OPA 106, and the City of Guelph Zoning By-law.

a) Alignment with Overarching Planning Framework

Based on the analysis provided in this Report, it is our opinion that the proposed development demonstrates clear regard for the *Matters of Provincial Interest* outlined in the Planning Act, is consistent with the Provincial Planning Statement, 2024, and conforms to the overarching policy direction of the City of Guelph Official Plan.

The proposal represents a contextually appropriate form of intensification within the Downtown Secondary Plan area, designated Mixed Use 1, and identified as a Strategic Growth Area in the Official Plan. The development proposes a 24-storey purpose-built rental building, supported by Official Plan Amendment and Zoning By-law Amendment applications. The OPA seeks to remove the existing minimum office floor area requirement.

The accompanying Zoning By-law Amendment will implement the revised site-specific policies, permit the proposed tower floorplate maximums, tower setback minimums, maximum height, entryway minimums and rooftop amenity space permission that support a high-quality urban design and pedestrian-oriented built form. The proposal reflects the intent of the Provincial, Regional, and local planning framework by optimizing land and infrastructure, providing diverse housing options, and contributing to the continued evolution of Downtown Guelph as a vibrant, transit-supportive, and complete community.

b) Removal of Official Plan Special Policy – Office Space

The proposed Site-Specific Official Plan Amendment seeks to delete Subsection 11.1.7.3.9.1 of the Official Plan in its entirety. More specifically, the intent is to remove the minimum office space requirement of 1,550 m², as well as the height permission of 16 storeys which is no longer applicable due to OPA 106 that increased the permitted height to 24 storeys on the subject property. The existing condominium conversion policy in Subsection 11.1.7.3.9.1 would also no longer apply, as the proposed development is specifically for purpose built rental.

The proposed amendment to remove the minimum office space policy responds to evolving market conditions, updated policy direction under OPA 106 (Built Form and Tall Buildings), and the City's broader intensification and housing objectives for the Downtown and Major Transit Station Area (MTSA).

The existing office floor area requirement was established through previous development approvals intended to promote employment intensification within the downtown. Since that time, market demand for traditional office types within the core has significantly decreased, particularly in the post-pandemic context. Recent trends have indicated a persistent surplus of vacant office

inventory in Downtown Guelph and other comparable mid-sized urban centres. Maintaining this minimum office requirement would therefore limit redevelopment potential, create prolonged vacancy at grade, and impede the delivery of high-density mixed-use and residential development aligned with the City's current growth strategy.

The proposed OPA will maintain the employment intent of the Mixed-Use 1 designation by enabling flexible ground-floor space capable of accommodating commercial, office, or community-serving uses, subject to market feasibility. This approach ensures continued opportunity for local employment generation while introducing adaptability to changing economic conditions. The active ground-floor frontages along Wyndham Street South and Fountain Street East will sustain a pedestrian-oriented streetscape and contribute to downtown vibrancy.

The removal of the mandatory office space requirement supports the objectives of the PPS (2024) and the City of Guelph Official Plan, which emphasize compact, transit-supportive, and mixed-use development within Strategic Growth Areas. The site's proximity to Guelph Central Station provides a unique opportunity to deliver higher-density purpose-built rental housing within walking distance of regional transit, consistent with the City's housing targets and complete-community principles.

c) Efficient Use of Infrastructure and Municipal Services

The proposed development represents an efficient and sustainable use of land and infrastructure consistent with the policy direction of the Provincial Planning Statement, 2024. The site is located within the City of Guelph's delineated urban boundary and Downtown Secondary Plan area, on a fully serviced parcel with access to existing municipal water, sanitary, and stormwater systems.

As a compact, high-density, purpose-built rental development, the proposal supports the PPS policy direction for accommodating growth within Strategic Growth Areas, where infrastructure, transit, and public service facilities are available and can be efficiently utilized. The site is located within walking distance of Guelph Central Station, providing direct access to GO Transit, VIA Rail, and Guelph Transit services, as well as the Downtown multi-use trail network.

Through the integration of limited surface parking, secure bicycle storage, and a highly pedestrian-oriented design, the development reinforces active transportation and multimodal connectivity, contributing to a transit-supportive, compact, and complete community consistent with Guelph's long-term growth management objectives.

d) Tower Floorplate Area and Ratio

The requested Site-Specific Provision to permit a maximum tower floorplate area of 1,059 m² above the 8th storey and a maximum length-to-width ratio of 2.2:1, whereas the Zoning By-law limits tower floorplates to 1,000 m² and a 1.5:1 ratio, represents a performance-based amendment that supports the City's objectives for slender, well-designed tall buildings within the Downtown.

The proposed tower form was purposefully shaped in response to the geometry, limited frontage, and multi-street condition of the subject lands, which are bounded by Fountain Street East, Farquhar Street, and Wyndham Street South. These constraints limit the feasibility of a more square-shaped tower. The modest increase in floorplate area, combined with an elongated

proportion, allows the building mass to be redistributed horizontally rather than vertically, resulting in an efficient internal layout, improved structural performance, and optimal unit orientation, while maintaining a visually slender and elegant tower profile.

OPA 106 (Built Form and Tall Building Policies) directs that tall buildings be evaluated based on overall built form performance, including slenderness, spacing, shadow impacts, wind conditions, and skyline fit, rather than strict adherence to prescriptive numeric standards. In this case, the proposed 1,059 m² floorplate does not result in increased visual bulk or massing. Instead, the slightly larger floorplate enables better articulation and massing control, allowing for reduced tower depth, improved façade modulation, and enhanced sky view from the public realm. The 2.2:1 length-to-width ratio further refines the tower's proportion, reinforcing a slender appearance despite the marginal increase in area.

The City's Height and Density Study acknowledges that flexibility in tower floorplate size and proportions may be appropriate where a proposal demonstrates strong urban design performance and mitigates potential impacts. The north-south orientation of the elongated tower improves light penetration between buildings, preserves privacy and views, and minimizes shadow impacts on adjacent streets and public spaces. The tower's articulated three-part massing, comprising a defined base, a slender middle, and a distinct top, reduces the perceived scale of the building and contributes positively to the Downtown skyline.

In this context, the requested relief for both tower floorplate area and proportionality does not represent overdevelopment of the site. Rather, it facilitates a building mass which responds to its site geometry, while still providing a high quality of building and urban design. The amendment is consistent with the intent of OPA 106, the Official Plan's built form objectives, and the Height and Density Study, and represents an appropriate site-specific refinement to the Zoning By-law in the interest of good planning.

e) Building Height

The requested maximum building height of 24 storeys represents a logical and contextually sensitive intensification of a centrally located, transit-oriented site within Downtown Guelph. The Downtown Secondary Plan identified this area for mixed-use intensification and envisions tall building forms that contribute to the City's skyline and support population and employment growth in the Urban Growth Centre.

OPA 106 and the City's Height and Density Study further support greater height permissions within proximity to the main transit hub, where high-rise development can be accommodated with minimal shadow and wind impacts. The proposed height contributes to the City's growth management and intensification targets while maintaining compatibility through setbacks and podium articulation.

The 24-storey height establishes a vertical landmark that frames key views along Fountain Street and complements the evolving downtown skyline, aligning with the City's policy direction for compact, transit-supportive, and well-designed urban intensification.

As indicated previously, the site has a significant grade change from its Farquar Street frontage to Fountain Street. Responding to these changes, the retail units facing Wyndham Street South have been designed with taller ground floor heights. Likewise the townhouse units facing Fountain Street are two level suites again responding to the significant grade changes on the site, and have been programmed this way to make efficient use of an otherwise excessively tall ground floor facing Fountain Street. However, for the purposes of the Zoning By-Law in how it determines height, the two level townhouse units would technically be considered two storeys in height, meaning that from Fountain Street the overall building height would be calculated as 25 storeys.

Given this grade change, for the purposes of this proposed development, it is our opinion that the determination of building storeys is most appropriately measured along Farquhar Street. While building height is measured in accordance with the Zoning By-law from the average finished grade, the subject site experiences a significant grade differential between Fountain Street East and Farquhar Street. As a result of this topography, the building incorporates both an Upper and Lower Ground Floor, a design response that accommodates the sloping site without increasing overall building height or mass.

Measuring the storey count along Farquhar Street accurately reflects the building's perceived height within the public realm and avoids inflating the number of storeys due to grade changes at Fountain Street. This approach aligns with the intent of the Zoning By-law, which seeks to regulate built form impacts.

The proposed podium and step-back design mitigates impacts at street level, minimizes shadowing on adjacent properties, and ensures a comfortable pedestrian environment. Overall, the proposed height is consistent with the intent of OPA 106, the Downtown Secondary Plan, and the City's tall building framework, and represents appropriate and well-designed urban intensification.

f) Active Entrances

The request to permit a minimum active entryway of one (1) solely along Wyndham Street, whereas the Zoning By-Law requires one (1) per 15 metres of street line, is functionally and contextually appropriate. The Wyndham Street frontage provides the most active pedestrian interface and the primary point of arrival for residents and visitors. Concentrating the entryway at this location ensures a clear, legible access point that enhances wayfinding and reinforces the site's connection to the Downtown core and Transit Hub.

The Fountain and Farquhar frontages are programmed for active commercial and retail uses, maintaining an animated and transparent streetscape consistent with the 'Mixed Use 1' designation. The configuration balances accessibility and design clarity while avoiding unnecessary duplication of entry features that could disrupt retail continuity. The proposed arrangement maintains full compliance with accessibility standards and pedestrian safety requirements, ensuring the building contributes positively to the public realm while functioning efficiently for all users.

g) Ground Floor Glazing

The requested site-specific amendment to permit a minimum glazing requirement of 56% of the building façade up to 4.5 metres above grade, whereas the Zoning By-law requires 60%, represents a minor and appropriate refinement that continues to achieve the intent of the City's pedestrian-oriented built form and streetscape objectives.

The proposed glazing percentage maintains a high degree of transparency and visual permeability at grade, ensuring active, animated street frontages along Fountain Street East, Farquhar Street, and Wyndham Street South. The marginal reduction in glazing allows for greater flexibility in the placement of building structure, entrances, and architectural elements, including wall piers, columns, and framing, which are necessary to support a high-quality podium design and accommodate functional building requirements.

OPA 106 and the Downtown built form policies emphasize pedestrian comfort, safety, and engagement, so in this regard, the proposed design continues to provide clear views into active indoor spaces, strong connections between the public realm and ground-floor uses, and frequent doors and windows that reinforce a human-scaled, walkable environment. The difference between 56% and 60% glazing does not materially alter the pedestrian experience or diminish streetscape quality.

In this context, the requested relief represents a minor and technical refinement that enables a more functional and durable podium design without undermining the objectives of the Zoning By-law. The proposal continues to promote an active, pedestrian-oriented streetscape and is consistent with the intent of the Official Plan, OPA 106, and the City's urban design policies, representing good planning and the public interest.

h) Rooftop Amenity Space

The proposed inclusion of amenity space enhances livability for future residents and supports the Official Plan's policy direction for providing high-quality private and shared outdoor spaces in compact, high-density developments. The amenity area has been strategically located to minimize shadow impacts on adjacent properties while maximizing sunlight exposure, skyline views, and overall usability. This feature contributes to on-site recreation and socialization opportunities, reducing pressure on public open spaces while supporting urban sustainability objectives. The rooftop design incorporates landscaped elements, seating, and shading to ensure year-round comfort and visual interest. From a design perspective, the rooftop amenity space integrates seamlessly with the building's architectural expression, providing both functional and aesthetic benefits while remaining consistent with the City's goals for high-quality tall building design and complete community principles.

8. SUPPORTING STUDIES

This section of the Report outlines the supporting studies conducted as part of the complete application package for an Official Plan Amendment and Zoning By-Law Amendment application. The following table summarizes the supporting study or report, the party who completed the study, and the date of study completion.

Supporting Study	Name of Party	Date Completed
Urban Design Brief	Up Consulting Ltd.	December 2025
Shadow Study	Hariri Pontarini Architects	December 2025
Pedestrian Level Wind Study	Gradient Wind	December 2025
Functional Servicing Report & Stormwater Management Brief	R.J. Burnside & Associates Limited	December 2025
Cultural Heritage Resource Impact Assessment	Goldsmith Borgal & Company Architects Ltd. (GBCA)	December 2025
Hydrogeological Report	Grounded Engineering Inc.	December 2025
Geotechnical Report	Grounded Engineering Inc.	December 2025
Phase I & II Environmental Site Assessment	Grounded Engineering Inc.	December 2025
Tree Inventory and Preservation Plan	Kuntz Forestry Consulting Inc.	November 2025
Transportation Noise Feasibility and Ground Vibrations Assessment	Gradient Wind	December 2025
Traffic Impact Study	Stantec Consulting Ltd.	December 2025
Legal and Topographic Survey	Van Harten Surveying	December 2025

In the subsections below, a summary of each study, report, or assessment will be described, including the party responsible, date of completion, and the impact they have on the proposed development.

a) Urban Design Brief

An Urban Design Brief has been prepared by Up Consulting Ltd. as part of the complete application submission. The Brief provided an overview of the urban design framework applicable to the site, the existing conditions of the property and its neighbourhood context and summarized how the design of the proposed development reflects the urban design objectives of the City of Guelph and Draft Urban Design Guidelines.

b) Shadow Study

A Shadow Study was prepared by Hariri Pontarini Architects, dated December 12, 2025, as part of the complete application submission. The study evaluated the extent and duration of shadows cast by the proposed 24-storey mixed-use development on surrounding streets, parks, open spaces, and adjacent residential properties.

The shadow analysis was conducted in accordance with the City of Guelph Sun and Shadow Study Terms of Reference (May 2019) and included simulations for September 21, December 21, April 21, and June 21, with hourly intervals assessed between 8:00 a.m. and 6:00 p.m. The study utilized a technically accurate visual model incorporating both the proposed development and existing and approved surrounding buildings to assess potential shadow impacts within the broader context.

The findings demonstrated that adjacent public sidewalks along Farquhar Street and Fountain Street East generally continued to receive the minimum required four consecutive hours of sunlight, notwithstanding periods of partial shading during midday and afternoon hours. Shadow impacts on nearby residential rear yards were limited in duration and, in most cases, met the applicable sunlight criteria. Where longer shadow durations occurred, these areas were noted to already experience significant shading due to existing vegetation or built form.

With respect to public parks and open spaces, the study confirmed that Heritage Park remained in full sunlight for the majority of the day, with limited late afternoon shading that occurred only after the minimum sunlight requirements had been satisfied. The analysis also demonstrated that the proposal did not introduce new or significant shadow impacts on sensitive cultural resources, including the nearby historic locomotive and surrounding civic spaces, outside of brief and acceptable periods.

Overall, the Shadow Study concluded that the proposed development would not result in unacceptable shadow impacts on adjacent streets, parks, open spaces, or neighbouring properties, and that the development satisfied the City's applicable sun and shadow performance criteria.

c) Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind Engineering Inc., dated December 17, 2025, as part of the complete application submission. The study assessed pedestrian wind comfort and safety conditions associated with the proposed 24-storey mixed-use development at grade, along adjacent streets, at building entrances, transit stops, and within outdoor amenity areas.

The study was undertaken using industry-standard wind tunnel testing, combined with local meteorological data and the City of Guelph's Pedestrian Level Wind Study Terms of Reference (2019). A physical scale model of the site and surrounding context was constructed to evaluate

wind conditions under both an existing condition scenario and a proposed development scenario. Wind speeds were measured at 75 pedestrian-sensitive locations, including sidewalks, walkways, laneways, parking areas, building access points, and the Level 5 and rooftop outdoor amenity terraces.

The findings demonstrate that, under the proposed development scenario, most grade-level pedestrian areas within and surrounding the site were predicted to experience wind conditions suitable for walking or better throughout all seasonal periods, consistent with City criteria. Localized areas along Wyndham Street and at the southeast corner of the site were identified as experiencing slightly elevated winter wind conditions; however, these conditions remained within acceptable safety limits. The study identified potential mitigation measures, such as strategic landscaping, wind screens, and pedestrian shelters, which could be refined and implemented at the Site Plan Approval stage if required.

With respect to outdoor amenity areas, the study concluded that the rooftop amenity terrace would be comfortable for sitting and other sedentary activities during the summer season without the need for mitigation. Portions of the Level 5 outdoor amenity terrace were identified as potentially requiring localized wind protection depending on final programming, which could be addressed through design refinements, including guard wall adjustments or landscape-based wind buffering.

Overall, the Pedestrian Level Wind Study concluded that the proposed development would not create unsafe wind conditions and that pedestrian wind comfort across the site and surrounding public realm would generally be appropriate for the intended uses.

d) Functional Servicing Report & Stormwater Management Brief

A Functional Servicing and Stormwater Management Report was prepared by R.J. Burnside & Associates Limited, dated December 19, 2025, as part of the complete application submission. The Report evaluates the feasibility of providing municipally owned water, sanitary sewer, storm sewer, and stormwater management services to the proposed 24-storey mixed-use residential development containing 424 dwelling units and approximately 428 m² of ground-floor retail space. The study confirms that the subject lands can be adequately serviced in accordance with the City of Guelph Development Engineering Manual (October 2023) and other applicable municipal and agency standards.

With respect to water servicing, the Report confirms that domestic water supply and fire flow requirements can be accommodated through a new 200 mm water service connection to the existing 300 mm municipal watermain on Wyndham Street South. Hydraulic analysis undertaken by the City demonstrates acceptable operating pressures and sufficient available fire flows to support high-density residential development.

Regarding sanitary servicing, wastewater flows generated by the proposed development were assessed through the City's wastewater model and were found to be within available system capacity. Sanitary servicing is proposed via a new 200 mm sanitary service connection to the

upgraded 600 mm municipal sanitary sewer on Wyndham Street South, which is currently being implemented through City-led infrastructure improvements.

The Report also addresses storm servicing and stormwater management, confirming that post-development peak flows will be controlled to pre-development levels for the full range of design storm events (2- to 100-year storms), consistent with City requirements. Storm service will be provided by the extension of a new 300 m diameter storm service lateral from the existing 375 mm diameter storm sewer on Farquhar Street. Stormwater runoff is proposed to be managed through controlled discharge to the existing municipal storm sewer system, with modelling demonstrating compliance with quantity control criteria. Due to site constraints associated with the development footprint and groundwater conditions, on-site infiltration and retention measures are not proposed; however, the Report demonstrates that the proposed approach satisfies the City's applicable stormwater management criteria for redevelopment sites.

Overall, the Functional Servicing and Stormwater Management Report concludes that the proposed development can be appropriately and efficiently serviced, and that the existing and planned municipal infrastructure is sufficient to support the proposed intensification without adverse impacts on the surrounding municipal servicing systems.

e) Cultural Heritage Resource Impact Assessment

A Cultural Heritage Resource Impact Assessment (CHRIA) was prepared by GBCA, dated December 18, 2025, as part of the complete application submission. The purpose of the assessment was to evaluate the potential impacts of the proposed 24-storey mixed-use development on cultural heritage resources and heritage attributes within the surrounding area.

The study confirmed that the existing 1958 office building on the subject property was identified as non-contributing within the 95% Draft Downtown Guelph Heritage Conservation District (HCD) Plan and was not designated under the Ontario Heritage Act. While the property had previously been listed on the City's Municipal Register of Cultural Heritage Properties, it was no longer identified as a built heritage resource at the time of the assessment. As such, the proposed demolition of the existing building was determined to be acceptable from a cultural heritage perspective.

The assessment identified several adjacent heritage properties, including designated and listed resources along Farquhar Street and Wyndham Street South, and evaluated potential impacts related to massing, height, visual relationships, shadowing, and streetscape character. The analysis concluded that the proposed podium-and-tower form, including stepbacks above the lower storeys, provided an appropriate transition to adjacent low-rise heritage buildings and would not result in unacceptable visual or physical impacts. Shadow impacts and view corridors were reviewed and found to be acceptable, with no obstruction of significant heritage views or landmarks.

The CHRIA concluded that the proposed development was compatible with the surrounding heritage context, satisfied the intent of applicable provincial and municipal heritage policies, and appropriately balanced heritage conservation objectives with planned intensification within the

Downtown Secondary Plan area. Subject to standard documentation of the existing building prior to demolition and potential material salvage or commemoration measures, the study supported the proposed development from a cultural heritage perspective

f) Hydrogeological Report

A Hydrogeological Review Report was prepared by Grounded Engineering Inc., dated December 2, 2025, as part of the complete application submission. The purpose of the study was to evaluate existing hydrogeological conditions and assess the potential impacts of the proposed high-rise mixed-use development on groundwater resources, municipal infrastructure, and the surrounding environment.

The study included a detailed review of existing geological and hydrogeological information, advancement of multiple boreholes, installation and monitoring of groundwater wells, completion of slug testing, groundwater quality sampling, and numerical groundwater modelling. The findings confirmed that the site is underlain by permeable sand and gravel deposits over dolostone bedrock, with groundwater present within both the overburden soils and the shallow bedrock aquifer. Seasonal groundwater levels were identified, with groundwater generally flowing from the northwest toward the southeast, consistent with regional drainage patterns toward the Speed River.

The Report assessed short-term construction dewatering and long-term groundwater conditions associated with the proposed below-grade structure. It was concluded that temporary dewatering would be required during construction, with groundwater extraction limited to the construction period only. The proposed building was assumed to be designed as a fully watertight structure, resulting in no long-term groundwater discharge to the municipal sewer system.

An evaluation of potential impacts concluded that the zone of influence associated with temporary dewatering would be localized and that predicted settlement effects on adjacent lands and infrastructure would remain within acceptable limits. The Report further confirmed that there would be no adverse impacts to municipal sewage works, nearby natural features, or drinking water supplies, as the area is fully serviced by municipal water and wastewater systems. Groundwater quality testing indicated that treatment would be required prior to any discharge to the storm sewer during construction, while discharge to the sanitary or combined sewer would meet applicable municipal criteria.

Overall, the Hydrogeological Review Report concluded that the proposed development could be accommodated on the site without adverse hydrogeological impacts, provided that the recommended construction controls, monitoring measures, and mitigation strategies are implemented.

g) Geotechnical Report

A Geotechnical Engineering Report was prepared by Grounded Engineering Inc., dated December 2, 2025, as part of the complete application submission. The purpose of the Report was to characterize existing subsurface conditions and provide geotechnical engineering

recommendations related to foundation design, excavation, groundwater control, and construction feasibility for the proposed high-rise mixed-use development.

The investigation includes the review of historical geotechnical and environmental information, as well as a comprehensive subsurface investigation program consisting of multiple boreholes advanced across the site. The findings confirmed that the subsurface profile generally consists of surficial fill materials underlain by native sands and gravels, with dolostone bedrock encountered at varying depths across the site. The elevation of the top of bedrock varies across the property, with weathered and sound bedrock identified through both direct coring and inferred refusal methods.

Groundwater conditions were also evaluated, with groundwater encountered within both the overburden soils and underlying bedrock. Based on available monitoring data, the Report identified seasonal groundwater levels and confirmed that groundwater flow is generally from the northwest to the southeast across the site. Given the permeable nature of the soils and bedrock, the Report recommended that the below-grade structure be designed as a fully watertight basement, capable of resisting long-term hydrostatic pressures, with no permanent groundwater discharge to municipal systems.

From a structural perspective, the Report concludes that the proposed 24-storey building can be supported by foundations bearing on sound bedrock, either through conventional spread footings, drilled piles, or spread footings constructed on engineered concrete fill placed directly on bedrock, depending on localized conditions. Geotechnical parameters for bearing capacity, settlement, earth pressures, seismic site classification, and excavation support systems are provided to guide detailed design. A seismic site designation of X675 was determined based on in situ shear wave velocity testing, confirming suitable conditions for high-rise development.

Overall, the Geotechnical Engineering Report confirms that the subject lands are physically suitable for the proposed scale and intensity of development, and that potential geotechnical constraints can be effectively addressed through appropriate engineering design and construction practices.

h) Phase I & II Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was prepared by Grounded Engineering Inc., dated December 17, 2025, as part of the complete application submission. The Phase One ESA was completed in accordance with Ontario Regulation 153/04 to support a proposed change to a more sensitive land use and the future filing of a Record of Site Condition.

The assessment included a records review, historical land use evaluation, site reconnaissance, interviews, and a review of environmental databases. The Phase One ESA identified multiple Potentially Contaminating Activities (PCAs) associated with historical industrial and commercial uses, including former coal storage, service garage and gasoline station operations, hides and tallow processing, importation of fill material, use of de-icing salts, and the presence of a pad-

mounted transformer. Several Areas of Potential Environmental Concern (APECs) were identified both on-site and within the surrounding study area, including known off-site sources of volatile organic compound (VOC) contamination within the downtown Guelph area. Based on these findings, a Phase Two ESA was recommended prior to the filing of a Record of Site Condition.

A Phase Two Environmental Site Assessment (ESA) was subsequently prepared by Grounded Engineering Inc., dated December 17, 2025, to investigate the APECs identified through the Phase One ESA. The Phase Two ESA was undertaken in general accordance with O. Reg. 153/04 and included intrusive subsurface investigations, soil and groundwater sampling, laboratory analysis, and the development of a detailed conceptual site model.

The investigation identified exceedances of Table 2 Residential/Parkland/Institutional Site Condition Standards for select parameters in soil, including metals (lead, zinc, mercury), polycyclic aromatic hydrocarbons (PAHs), petroleum hydrocarbons (PHC F3 and F4), and benzene, primarily within fill and shallow native soils. Groundwater sampling identified exceedances for chloroform, which was interpreted to be associated with municipal water infrastructure rather than on-site contaminant sources.

Based on the results, the study concluded that a Record of Site Condition (RSC) could not be filed at this time, and that either remediation or completion of a Risk Assessment would be required prior to redevelopment. Based on projected development timelines, the owner intends to complete a Risk Assessment to address the impacts, prior to filing an RSC.

Overall, the Phase One and Phase Two ESAs demonstrated that the subject lands have been affected by historical land uses typical of older urban areas, resulting in localized soil and groundwater impacts. The studies confirmed that these conditions are well understood, delineated, and manageable through established regulatory processes under Ontario Regulation 153/04. The findings support the conclusion that the site is appropriate for redevelopment, subject to the successful completion of a Risk Assessment and the implementation of any required mitigation measures prior to final site development and the filing of a Record of Site Condition.

i) Tree Inventory and Preservation Plan

A Tree Inventory and Preservation Plan was prepared by Kuntz Forestry Consulting Inc., dated November 11, 2025, as part of the complete application submission. The study evaluated existing tree resources on and adjacent to the subject property and assessed tree preservation opportunities and removal requirements in relation to the proposed 24-storey mixed-use development.

The tree inventory was completed on October 16, 2025, and documented 18 individual trees and one tree polygon located on the subject lands, within six metres of the property boundaries, and within the municipal road right-of-way. The inventoried trees consisted of a mix of native and non-native species, including Maple, Basswood, Ginkgo, Cedar, and Beech, and were assessed for

species, size, condition, crown structure, and overall health in accordance with accepted arboricultural practices.

The assessment determined that the removal of five (5) trees would be required to accommodate the proposed development due to direct conflicts with the building footprint or unacceptable encroachment into minimum tree protection zones. Of these, three (3) trees were located within the municipal right-of-way and would require approval from the City of Guelph, while two (2) trees were located along shared property boundaries and would require the consent of the adjacent property owner. The remaining 13 trees and one (1) polygon were identified as suitable for preservation, subject to the implementation of appropriate tree protection measures.

The Plan identified tree protection fencing locations and prescribed mitigation measures to ensure the long-term health of retained trees during construction. In instances where encroachment into a minimum tree protection zone was unavoidable, including for one (1) large adjacent Norway maple, specialized mitigation measures were recommended, including supervised excavation, root pruning by a Certified Arborist, and enhanced monitoring throughout construction.

Overall, the Tree Inventory and Preservation Plan concluded that many existing tree resources could be successfully retained and protected, provided that the recommended tree protection measures and monitoring protocols are implemented.

j) Transportation Noise Feasibility and Ground Vibrations Assessment

A Transportation Noise Feasibility and Ground Vibrations Assessment was prepared by Gradient Wind, dated December 18, 2025, as part of the complete application submission. The study evaluated the potential impacts of roadway and rail-related noise and vibration on the proposed 24-storey mixed-use development and assessed the need for mitigation measures to ensure compliance with provincial and municipal criteria.

The assessment considered transportation noise generated primarily by roadway traffic along Wyndham Street South and rail operations associated with the GO Transit Guelph Subdivision, located approximately 53 metres from the subject property. Noise modelling was undertaken in accordance with the Ministry of the Environment, Conservation and Parks (MECP) NPC-300 guidelines, as well as the City of Guelph's Noise Control Guidelines, using accepted theoretical prediction methods and future traffic projections. Exterior noise levels at plane-of-window receptors were predicted to range between 59 and 65 dBA during the daytime period and 52 to 59 dBA during the nighttime period, with the highest levels occurring along the south façade fronting Wyndham Street. Noise levels at the rooftop outdoor amenity area were predicted to be approximately 50 dBA, satisfying applicable criteria.

The study also included a ground vibration and ground-borne noise assessment in accordance with the Federal Transit Administration (FTA) protocol, given the site's proximity to the rail corridor. Predicted vibration levels at the building foundation were calculated to be approximately 0.027

mm/s RMS, which is well below the applicable vibration criteria. As a result, adverse vibration or ground-borne noise impacts were not anticipated.

The assessment concluded that the proposed development could be appropriately accommodated on the site, subject to standard mitigation measures typically addressed at the Site Plan Approval stage. These measures included the incorporation of upgraded building components where required, the provision of central air conditioning to permit windows to remain closed when necessary, and the inclusion of standard warning clauses in lease, purchase, and sale agreements.

k) Traffic Impact Study

A Traffic Impact Assessment (TIA) was prepared by Stantec Consulting Ltd., dated December 19, 2025, as part of the complete application submission. The purpose of the study was to evaluate the transportation impacts associated with the proposed 24-storey mixed-use development.

The TIA assessed existing conditions (2025), future background conditions (2027, 2032, and 2037), and future total conditions including the proposed development. The analysis examined traffic operations at multiple signalized and unsignalized intersections along Wyndham Street South, Fountain Street East, Farquhar Street, Wellington Street East, Gordon Street, and surrounding roadways using Synchro 12 and methodologies consistent with the City of Guelph Traffic Impact Study Guidelines (2022). Site access is proposed via a residential access on Fountain Street East and a visitor/commercial access on Farquhar Street, and the TIA reviewed access operations, sightlines, and vehicle turning movements, including waste collection and service vehicles.

The study concluded that the majority of study area intersections were expected to continue operating acceptably under future background and future total conditions, with adequate reserve capacity maintained through the 2037 horizon year. At select unsignalized intersections, including Wyndham Street South at Farquhar Street, increased delays were identified under future total conditions due primarily to background traffic growth rather than site-generated traffic alone. The TIA identified and evaluated potential mitigation measures, including intersection operational improvements and signal optimization, which were demonstrated to address localized constraints where required.

The TIA also reviewed transit availability, active transportation infrastructure, and parking supply, confirming that the site was well served by frequent transit routes, located within walking distance of Guelph Central Station, and supported by an established cycling network. The proposed reduced vehicular parking supply and enhanced bicycle parking provision were supported by the site's downtown location and the incorporation of Transportation Demand Management (TDM) measures.

Overall, the TIA concluded that the proposed development could be accommodated within the existing and planned transportation network, subject to the implementation of recommended



mitigation measures. The findings of the study supported the appropriateness of the proposed development from a transportation perspective and demonstrated that traffic, access, and mobility impacts could be effectively managed as part of the proposed redevelopment.

9. PUBLIC CONSULTATION STRATEGY

This section of the Report provides an overview of the proposed public consultation strategy with regard to the proposed development. The Planning Act (O. Reg. 544/06, as amended by O. Reg. 178/16) provides that applicants are required to include a proposed public consultation strategy as part of a 'complete' application submission.

The applicant proposes that the public consultation process for the Official Plan and Zoning By-law Amendment application adhere to the statutory requirements outlined in the *Planning Act*. Additionally, an informal public meeting may be held early in the process, ahead of the statutory public meeting where appropriate.

The proposed public consultation process is as follows:

- A Statutory Public Meeting: Advertised by the City and held by Council.
- Direct Written Responses to Public Comments: Direct written responses to feedback received during the consultation process will be provided to City Staff for review and incorporation into the City Staff Report.
- An Informal Public Meeting: This Neighbourhood Meeting will be organized by Up Consulting Ltd. if deemed necessary based on the nature of the feedback received.
- Preparation of the City Staff Report: The report, along with any supporting technical studies and reports, will be made available to the public prior to City Council's review of the application. It is expected that City Staff will post this information, including the City Staff Report, on the City's website for public access.
- Council Meeting: Council will review the City Staff Report, supporting documentation, and public input before making a final decision on the application.

The proposed consultation strategy aims to provide members of the public with the opportunity to review, understand, and provide feedback on the Official Plan and Zoning By-law Amendment applications. The consultation strategy will be coordinated with City Staff and additional opportunities for consultation will be considered and may be warranted based on the input received.

10. COMMUNITY ENGAGEMENT REPORT

In accordance with the City's Community Engagement Terms of Reference, the applicant has undertaken a Neighbourhood Meeting and prepared the following Community Engagement summary to support the complete application submission.

a) Description of the Proposal

The Neighbourhood Meeting introduced a previous iteration of the redevelopment concept, which proposed a 24-storey mixed-use building comprising approximately 419 purpose-built residential dwelling units, ground-floor commercial space, and a range of indoor and outdoor amenity areas, including rooftop landscaped open space. The earlier concept reflected a built form and massing similar to the current proposal, including a podium-and-tower configuration consistent with the planning framework context.

The subject lands are located within the Downtown Secondary Plan area and are designated 'Mixed-Use 1' with Site-Specific Provisions and a Holding Provision. As presented at the meeting, an Official Plan Amendment would be required to remove the minimum office space requirement of 1,550 square metres, while a Zoning By-law Amendment would be required to permit site-specific development standards related to tower floorplate, setbacks, entryway permissions, and rooftop amenity space.

The Neighbourhood Meeting was held at a preliminary stage of the project to introduce the community to the proposal and to obtain early feedback prior to advancing a formal land use planning application.

b) Date and Location of the Neighbourhood Meeting

A Neighbourhood Meeting was held on November 5, 2025, as an in-person session at 42 Carden Street (10C Shared Space), Guelph. The location of the meeting was strategically picked to be within close proximity of the subject lands, and in turn, be close for members of the public that would have interest in the proposed development. The meeting was scheduled from 4:30 p.m. to 8:30 p.m., consisting of a formal presentation at 6:00 p.m., followed by an open house format allowing for informal discussion and one-on-one dialogue. Approximately 15 people attended the meeting.

Members of the ownership team (Fitzrovia) and Up Consulting Ltd. (the planning consultant retained) were in attendance to present the proposal and respond to questions from attendees. The meeting was attended by members of the surrounding community, including nearby residents, land owners, and stakeholders, who provided preliminary feedback on the proposed redevelopment concept.

c) Summary of Public Comments

The following summarizes the primary themes and comments raised during the Neighbourhood Meeting. Several of these topics were raised by multiple attendees:

- **Street Parking:** Comments regarding potential spillover parking onto surrounding residential streets and impacts on on-street parking availability.
- **Traffic and Access:** Comments related to existing traffic conditions along, Wyndham Street, Fountain Street East and Farquhar Street, including turning movements, congestion, and ease of site access and egress.
- **Parking Demand:** Questions regarding how the proposed parking supply was calculated and whether it would adequately serve residents, visitors, and retail patrons.
- **Building Height and Massing:** General comments regarding the height of the proposed building and its relationship to the adjacent lower-rise residential use to the north.
- **Unit Demographics:** Questions regarding whether the development is intended primarily for students or a broader demographic, including families and professionals.
- **Affordable Housing:** Inquiries regarding whether the proposal includes affordable housing units or contributes to housing affordability objectives.
- **Construction Impacts:** Comments regarding potential construction-related impacts, including, traffic disruption and duration of construction.

These themes/topics from the public were discussed during the formal Q&A Period during the presentation, as well as the informal discussions during the Open House period of the meeting.

d) Refinements to the Proposal

Feedback received through the Neighbourhood Meeting, particularly with respect to traffic operations, parking supply, and site access, has informed ongoing refinement of the proposal and the preparation of supporting technical studies.

As part of the formal submission, a Traffic Impact Study has been prepared to assess existing and future traffic conditions, site access, parking demand, and transportation network impacts. The findings of the TIS have directly informed the current site design, including the number and location of vehicular access points, internal circulation, separation of residential and visitor parking functions, and the overall parking supply proposed for the development.

The proposal continues to provide separate access points along Farquhar Street and Fountain Street East, which improves operational efficiency and safety, accommodates grade changes across the site, and responds to community concerns regarding turning movements and traffic conflicts. Loading and moving functions are fully internalized to reduce impacts on the public realm and surrounding streets.

With respect to built form and compatibility, the proposal maintains a podium-and-tower configuration with strategic stepping along the north end of the site, adjacent to 81 Farquhar Street, to provide an appropriate transition to lower-scale residential uses. Outdoor amenity areas have been purposefully located to the rear of the site and atop the podium to enhance buffering and minimize potential impacts.

Questions regarding unit mix and affordability will continue to be addressed through the planning review process, with the proposed development contributing to the City's broader housing supply



objectives by delivering a significant number of purpose-built rental units in a downtown setting and within an MTSA.

The applicant remains committed to ongoing consultation with City staff and the community as the proposal advances through the formal review process.

11. CONCLUSION AND RECOMMENDATIONS

This Report provides an assessment of the proposed development and development applications for the property known municipally as 70 Fountain Street East, which includes a discussion on the existing conditions of the site, its context, the land use planning policy framework applicable to it and land use planning rationale for the development proposed.

Based on our assessment of the applications, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are justified have regard to the *Planning Act*, are consistent with the PPS, and are aligned with the overarching goals and objectives of the City of Guelph Official Plan and Zoning By-Law.

Moreover, it is our opinion that the development provides for context appropriate intensification, supports the orderly redevelopment of the site, and supports the wise use of existing infrastructure. It is our opinion that this application serves the public interest and represents sound land use planning.

Based on the above and the conclusions of this Report, it is our recommendation that the City of Guelph:

- Deem the Official Plan and Zoning By-Law Amendment applications complete and process the applications in accordance with the municipal process;
- Schedule a Public Information Meeting to obtain comments from neighbouring residents and interested parties; and
- Circulate the application to internal departments, technical review agencies, and the community in accordance with city procedures and the *Planning Act*.

Respectfully submitted,



David Galbraith MCIP RPP
President, UP Consulting



Christian Tsimenidis MCIP RPP
Senior Planner, UP Consulting