

Attachment 5: Track Changes Version of Policy Revisions

Note to Reader:

The following provides a general guide to reading this version of Phase 3 of the Official Plan Update (OPA 48). The basis for this document is a consolidated working copy of the full Official Plan including OPA 42 which is currently under appeal.

This document tracks changes between the draft released January 30, 2012 and the version released June 5, 2012 and only displays those sections and pages where changes were made.

1. Modified text is displayed in coloured text with underlining or strikethrough. Text that is displayed with strikethrough has either been deleted or moved. Underlined text has been inserted either as new text or moved from another section. Information about the changes is provided in comment boxes adjacent to the modified policy.
2. Colour coding through highlighting of the text is used to identify policies that are not part of Phase 3 of the Official Plan Update or are not being amended through Phase 3.
 - **Orange highlighting** – indicates that the policy is taken from the current Official Plan and is not proposed to be amended in Phase 3 other than changes to the numbering of the policy.
 - **Blue highlighting** – indicates that the policy is taken from OPA 39: Conformity with the Planning Framework of the Growth Plan for the Greater Golden Horseshoe (Phase 1 of the Official Plan Update). OPA 39 was adopted by City Council on June 10, 2009 and was approved by the Ministry of Municipal Affairs and Housing on November 20, 2009. One modification was made by the Ontario Municipal Board on March 17, 2010 as an administrative change. OPA 39 is in full force and effect.
 - **Green highlighting** – indicates that the policy is taken from OPA 42: Natural Heritage System (Phase 2 of the Official Plan Update). OPA 42 was adopted by Council in July 2010 and approved by the Ministry of Municipal Affairs and Housing in February 2011. OPA 42 is currently under appeal to the Ontario Municipal Board.
 - **Purple highlighting** – indicates that the policy is taken from OPA 47 which introduced new policies for Community Improvement Plans into the Official Plan. OPA 47 was approved by City Council and came into full force and effect on October 26, 2011.

3.9 Major Transit Station Area

1. In keeping with the vision for a complete and *transit-supportive* community, Downtown is identified as a *major transit station area*. The *major transit station area* will support both inter-city transit service as well as local transit service and function as the central hub providing connections within and outside the City.
2. The *major transit station area* will generally be planned and designed to:
 - i) achieve increased residential and employment densities that support and ensure the viability of existing and planned transit infrastructure and service;
 - ii) achieve a mix of residential, office, institutional and commercial development, where appropriate; and
 - iii) provide access from various transportation modes to the transit facility including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

3.10 Intensification Corridors

1. *Intensification Corridors* are identified on Schedule 1 of this Plan and will be planned to provide for mixed-use *development* in proximity to transit services at appropriate locations.
2. *Intensification Corridors* will be planned to achieve:
 - i) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;
 - ii) a mix of residential, office, institutional and commercial *development* where appropriate; and
 - iii) a range of local services, including recreational, cultural and entertainment uses where appropriate.
3. *Development* within *intensification corridors* identified on Schedule 1 will be directed and oriented towards arterial and collector roads.

3.11 Community Mixed-use Nodes

1. Community Mixed-use Nodes are identified on Schedule 1. These areas will be planned for higher density mixed-uses including residential and employment uses, as well as a wide range of retail, service, entertainment, recreational and commercial uses that serve the local and wider community.
2. The Community Mixed-use Nodes will be planned and designed to:
 - i) be well served by transit and facilitate pedestrian and cycling traffic;
 - ii) provide a mix of commercial, offices and residential *development* in a higher density *compact urban form* that supports *walkable communities* and *live/work* opportunities; and

iii) allow complementary uses such as open space, institutional, cultural and educational uses, hotels and *live/work* studios.

3. Community Mixed-use Nodes are intended to realize, in the long term, an urban village concept through a mix of uses in a compact urban form with a Main Street experience and attractive private and public open spaces, such as urban squares.

Comment [MA1]: Moved from 9.4.2, this policy speaks to the overall Node and is more appropriate in this section of the OP.

43. Community Mixed-use Nodes will evolve over the Plan horizon and beyond through *intensification* and *redevelopment* to provide a compact built form. Commercial uses within the Nodes will be integrated more fully with surrounding land uses and will accommodate mixed-use buildings.

54. New major *development* within areas identified as Community Mixed-use Nodes will demonstrate through concept plans how the proposed *development* meets the policies and objectives of this Plan.

65. Concept plans will be developed by the City or by a *development* proponent in consultation with the City prior to the approval of new major *development* proposals within Community Mixed-use Nodes. The concept plan will include but not be limited to the following:

- i) linkages between properties, buildings and uses of land both within and adjacent to the Node;
- ii) identification of an appropriate location for a Main Street area;
- iii) locations of new public and/or private streets and laneways;
- iv) locations of open space on the site such as urban squares;
- v) general massing and location of buildings that establish a transition to the surrounding community;
- vi) pedestrian, cycling and transit facilities; and
- vii) *heritage attributes* to be retained, conserved and/or rehabilitated.

76. Applications for *Zoning By-law* amendments and site plans, or any phases thereof, for properties subject to a concept plan shall demonstrate to the City's satisfaction that the proposed *development* is generally consistent with the concept plan.

3.12 Greenfield Area

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

2. The *greenfield area* will be planned and designed to:

- i) achieve an overall minimum *density target* that is not less than 50 residents and jobs combined per hectare in accordance with the *Growth Plan* policies. The *density target* will be measured in accordance with the provisions of subsection 2.2.7.3 of the

- Growth Plan* over the entire designated *greenfield area* to be developed;
- ii) ensure that new *development* is designed to promote energy conservation, *alternative* and/or *renewable energy systems* and water conservation;
 - iii) create street configurations, densities and an urban form that supports walking, cycling and the early integration and sustained viability of transit services;
 - iv) provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
 - v) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling;
 - vi) promote, where appropriate through secondary planning, the *development* of identifiable, pedestrian oriented neighbourhood scale 'urban villages' through the use of medium and high density, street-related built form that contains a mix of commercial, residential and employment uses, as well as supporting *live/work* opportunities. These centres will be designed around active public spaces and streets, and pedestrian access that is well-linked to the surrounding neighbourhood through walking, cycling and public transit; and
 - vii) develop and implement policies, including phasing policies and other strategies to achieve the *intensification* and *density targets* of this Plan.

3.13 Affordable Housing

1. In order to maintain and enhance a healthy and *complete community*, the City will make provisions for an adequate range of housing types and affordability options by:
 - i) establishing and implementing minimum housing targets for the provision of housing that is affordable to *low and moderate income households*, in consultation with the County of Wellington; and
 - ii) permitting and facilitating all forms of housing required to meet social, health and well-being requirements, including *special needs* requirements of current and future residents.

3.14 Employment Lands

1. As part of fostering a complete and healthy community, the City shall promote economic development and competitiveness and ensure that there is an adequate supply of land for a variety of employment uses to accommodate the forecasted growth [in Section 3.3](#) of this Plan by:
 - i) planning to accommodate the employment growth forecast of a minimum of 92,000 jobs city-wide by the year 2031;
 - ii) providing for an appropriate mix and range of employment uses including industrial, commercial and institutional uses to meet long term needs;
 - iii) providing opportunities for a diversified economic base, including

- maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and *ancillary uses* and takes into account the needs of existing and future businesses;
- iv) planning for, protecting and preserving *employment areas* for current and future uses;
- v) ensuring the necessary infrastructure is provided to meet current and future employment needs;
- vi) directing *major office* and appropriate major institutional uses to primarily locate Downtown or in areas with existing frequent transit service or existing or planned higher order transit service; and
- vii) planning for and facilitating the *development* of employment lands that are *transit-supportive*, are compact in built-form and minimize surface parking.

2. To ensure that adequate land is available to meet future employment needs, the conversion of lands within *employment areas* to non-employment use(s) may only be permitted through a *municipal comprehensive review* where it has been demonstrated that:
 - i) there is a need for the conversion at the proposed location on the basis that there are no alternative location(s) within the City where the use could be accommodated in conformity with the Official Plan;
 - ii) the conversion will not compromise the City's ability to meet the employment forecasts of this Plan;
 - iii) the conversion will not adversely affect the overall viability of the *employment area* and achievement of the *intensification target*, *density targets* and other policies of this Plan;
 - iv) there is existing or planned *infrastructure* to accommodate the proposed conversion;
 - v) the lands are not required over the long term for the employment purposes for which they are designated; and
 - vi) cross-jurisdictional issues have been considered.
3. For the purposes of policy 3.14.2, *major retail uses* are non-employment uses.
4. Policy 3.14.2 only applies to *employment areas* that are not Downtown or regeneration areas. For *employment areas* that are Downtown or regeneration areas, Policy 1.3.2 of the Provincial Policy Statement, 2005 applies.
5. Regeneration areas are areas where a transition of use from industrial to another use is anticipated during the planning horizon of this Plan. Typically, these areas consist of isolated or fragmented sites outside of established or proposed industrial or business parks. The transition of use may be desirable to support improved land use compatibility or to promote reinvestment in underutilized areas of the City. The City may conduct planning studies to determine appropriate future uses for regeneration areas.

6. Employment lands within the *greenfield area* will be planned to contribute toward the achievement of the overall *density target* for the *greenfield area* over the long term. The following *density targets* have been established for monitoring purposes:

Comment [MA2]: Policies moved from Chapter 9 Land Use Designations and modified in response to comments. Intent is to provide clarity to how the achievement of the overall greenfield area density target will be monitored.

- i) Lands designated as Industrial within the *greenfield area* will be planned to achieve a *density target* of 36 jobs per hectare;
- ii) Lands designated Corporate Business Park within the *greenfield area* will be planned to achieve a *density target* of 70 jobs per hectare;
- iii) An overall average *density target* for employment lands within the *greenfield area* of 46 jobs per hectare.

7. Employment lands within the *greenfield area* will be designated to permit a range and mix of uses which support the achievement of the *density targets* identified in policy 3.14.6.

8. Employment uses that generate low job densities are generally encouraged to locate on appropriately designated lands within the *built-up area* of the City where there is convenient access to provincial highways or rail lines.

Comment [MA3]: Moved from Chapter 9 Land Use designations. Policy intent is to support achievement of density targets in the greenfield area.

3.15 Transportation

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

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

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

- i) consider increased opportunities for moving people and goods by rail, where appropriate;
- ii) consider separation of modes within *transportation corridors*, where appropriate;
- iii) use transit infrastructure to shape growth and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;
- iv) place priority on increasing the capacity of existing transit systems to support *intensification areas*;
- v) expand transit service to areas that have achieved, or are planned to achieve, *transit-supportive* residential and

process.

5. The City will work with the Grand River Conservation Authority, non-governmental organizations and other interested parties to encourage and develop a system of publicly accessible parkland, open space and trails, including shoreline areas that:

- i) clearly demarcate where public access is and is not permitted;
- ii) is based on a co-ordinated approach to trail planning and development; and
- iii) is based on good land stewardship practices for public and private lands.

6. The City will encourage an urban open space system that may include rooftop gardens, urban squares, communal courtyards and public parks.

3.21 Managing Growth

Objectives

- a) To ensure *development* is staged in a logical and economical manner in keeping with the City's growth management objectives.
- b) To manage the rate and timing of growth and monitor the achievement of the City's growth management objectives through an annual Development Priorities Plan.

3.21.1 Staging of Development

- 1. *Development* will be staged relative to a program for orderly extension, repair and upgrading of municipal trunk storm and sanitary sewers and watermains.
- 2. The rate and direction of *development* in the City will be guided by the growth management objectives and policies of this Plan including the City's ability to provide and extend municipal services as required and by the City's ability to meet the financial obligations for the provision of required services. Schedule [56](#) outlines in general terms the sequencing of servicing infrastructure within the City.
 - i) Stage 1
Stage 1 includes the *built-up area* of the City and other areas of the City where municipal trunk storm and sanitary sewers and watermains are presently available. The *built-up area* included within Stage 1 will continue to be the subject of development over the planning period to meet the minimum *intensification target* of this Plan. Priority for the upgrading of municipal services will be given to Downtown and *intensification areas*.
 - ii) Stage 2
The Stage 2 area represents the logical extension of

municipal services to support new urban development. The annual Development Priorities Plan will be used to identify priorities for the servicing of new *plans of subdivision*. The provision of servicing in Stage 2 areas will be governed by the City's capital budget process.

iii) Stage 3

The Stage 3 area corresponds generally to the area known as the Guelph Innovation District. This area is within the Eramosa/Blue Springs subwatershed planning area and is subject to a secondary plan process. The provision of servicing into this area will be identified through the Secondary Plan and through updates to subwatershed studies.

iv) Stage 4

The Stage 4 area corresponds to the Clair-Maltby area in south Guelph. provides the long term land supply for urban development and is not anticipated to be developed until the latter half of the planning horizon of this Plan and potentially beyond. A subwatershed study, secondary plan and related supportive studies are required for the entire Stage 4 area prior to any *development* occurring in this area. The provision of servicing into this area will be identified through the secondary plan process.

Comment [MA4]: Policy modified in response to comments. Modification to be consistent with descriptive wording used for Stage 3. The timing of development and provision of servicing will be determined through the secondary plan and the capital budget process.

3. *Development* proposals will be evaluated based on their impact on existing municipal services. The City shall restrict or prohibit *development* where municipal services are not of sufficient capacity or are otherwise inadequate to service the proposed use of the lands.
4. Secondary Plans, implementing *Zoning By-laws* and associated amendment processes, will be used as a regulatory mechanism to prevent pre-mature *development* of land that would not have adequate municipal services.
5. The extension of municipal trunk services to support new urban *development* within the *greenfield area* will be assigned to those areas where maximum efficiencies are achieved. The staging and other provisions of this Plan along with the City's Master Plans respecting water, wastewater and *transportation infrastructure* service provision and the annual Development Priorities Plan will be used to guide *development*. The City will provide new *infrastructure* where the City's staging policies and infrastructure financing capability are aligned.

3.21.2 Development Priorities Plan

1. The City will prepare a *Development Priorities Plan* (DPP) on an annual basis to manage and monitor growth and to define and prioritize the rate, timing and location of *development* in the City. Generally, the DPP:

resources to provide a quality water supply to satisfy the residential and business needs of the city and to sustain the area's natural ecosystem.

10. *Development* shall be restricted in or near *sensitive surface water features* and *sensitive groundwater features* and tributaries such that these features and their related *hydrologic functions* and water quality functions shall be protected, improved or restored. Mitigative measures and/or alternative *development* approaches may be required to protect, improve or restore *sensitive surface water features*, *sensitive groundwater features* and their *hydrologic functions*.
11. The City will implement the recommendations of the Water Conservation and Efficiency Strategy Update (2009) or successor thereto.

4.3.3 Source Protection

Source protection planning is designed to protect existing and future sources of municipal drinking water thereby safeguarding human health and the environment. A Source Protection Plan is being developed by the Lake Erie Source Protection Committee. The Source Protection Plan will place restrictions on land use activities within Wellhead Protection Areas, Intake Protection Zones and Issues Contributing Areas. Once approved by the Ministry of the Environment, the Source Protection Plan policies will be incorporated into this Plan. In the interim, the City will continue to place restrictions on land use activities that have the potential to impact the City's water supply and may implement risk management measures required by the *Clean Water Act*.

1. The entire City area is considered to be a recharge area for municipal drinking water supply. To protect this valuable water resource, the City will introduce conditions of *development* approval that:
 - i) protect wetlands and other areas that make significant contributions to *groundwater* recharge;
 - ii) ensure that stormwater management systems protect water quality and quantity;
 - ~~iii) prohibit the extraction of mineral aggregates in significant groundwater recharge areas;~~
 - ~~iv) require all storage and handling~~ of liquid waste, petroleum, fuels, solvents, fertilizers and related chemicals be provided for in properly designed and engineered containment areas in accordance with all applicable policies, guidelines, technical standards and legislation;
 - v) restrict the placement of underground chemical/fuel storage tanks;
 - vi) require impact studies and risk management plans where proposed *development* has the potential to affect the quantity or quality of *groundwater* resources;

Comment [MA5]: Delete as per Ministry of Municipal Affairs and Housing (MMAH) comments.

Comment [MA6]: Revision as per comment from (MMAH).

8. Areas within the built up portion of the City with slopes greater than 20% may also be required to prepare a Soils Stability and Geotechnical Analysis or engineering assessment by a qualified geotechnical engineer, that ensures slope stability, positive storm drainage and public safety are addressed, to the satisfaction of the City and the Grand River Conservation Authority.

4.4.3 Landfill Constraint Area

The former Eastview Landfill site and lands containing landfill or affected by abandoned *landfill sites* are identified as a Landfill Constraint Areas on Schedule 35. Should additional former *landfill sites* be identified, the policies of this section shall apply.

Objectives

- a) To identify former *landfill sites* and to establish policies that acknowledge the potential adverse environmental effects of these sites while encouraging remediation and re-use, where feasible.
- b) To restrict or control *development* on lands containing landfill (solid waste) or adjacent to these areas.
- c) To ensure surface and *groundwater* resources are protected from contamination from existing or former *landfill sites*.

Policies

1. Notwithstanding the designated land use identified on Schedule 2, future *development* may be restricted or controlled on lands on, or adjacent to lands identified as Landfill Constraint Areas.

2. ~~Only those uses approved by the City pursuant to the Environmental Protection Act, will be permitted on lands that are used or have been formerly used for solid waste disposal purposes. Lands which were used for waste disposal within the past twenty-five years require an approval from the Minister of the Environment, pursuant to Section 46 of the Environmental Protection Act to enable the land to be used for another purpose. Adequate technical assessment must accompany a request for such approval to demonstrate that the future use will neither pose a health and safety hazard nor adversely affect the natural environment. Required approvals pursuant to the Planning Act will not be issued unless a Section 46 approval is granted.~~

Comment [MA7]: Revision as per comments from the Ministry of the Environment.

3. Where *development* is proposed within 500 metres of the fill area of the Eastview Landfill site:
 - i) the Ministry of the Environment shall be consulted regarding actions necessary to identify and mitigate any potential adverse environmental effects; and
 - ii) where appropriate, evidence shall be provided to the City

- transit and energy conserving vehicles and transportation programs;
- vii) supporting the use of reclaimed, environmentally friendly and locally sourced building materials, where appropriate;
- viii) investigating tools to achieve higher levels of energy efficiency than required by the Ontario Building Code, particularly in higher density built forms and larger buildings, e.g. apartments;
- ix) supporting and promoting a building energy *performance labelling* scheme for all buildings; and
- x) establishing a monitoring program to measure energy efficiency to assist the City in meeting the Community Energy Plan goals and targets.

4. The City will investigate tools and incentives to encourage the retrofit of existing buildings to improve energy efficiency.

4.8 Cultural Heritage Resources

Cultural heritage resources are the roots of the community. They may include tangible features, structures, sites or landscapes that either individually or as a part of a whole are of historical, architectural, scenic or archaeological value. *Cultural heritage resources* may also represent intangible heritage such as customs, ways of life, values and activities. These resources may represent local, regional, provincial or national heritage interests and values. They include *built heritage resources*, *cultural heritage landscapes* and *archaeological resources*.

Cultural heritage resources paint the history of the city and provide identity and character while instilling pride and contributing to economic prosperity.

Objectives

- a) To maintain and celebrate the heritage character of the city, including *built heritage resources*, *cultural heritage landscapes* and *archaeological resources*.
- b) To identify, evaluate, *list*, *conserve* and protect *cultural heritage resources* through the adoption and implementation of policies and programs including partnerships amongst various public and private agencies and organizations.
- c) To ~~encourage enhance the a city-wide~~ culture of conservation ~~city-wide~~ by promoting cultural heritage initiatives as part of a comprehensive environmental, economic and social strategy where *cultural heritage resources* contribute to achieving a sustainable, healthy and prosperous city.
- d) To ensure that all new *development*, *site alteration*, building *alteration* and additions are contextually appropriate and maintain the integrity of all on-site *cultural heritage resources* or *adjacent protected heritage property*.

- e) To ~~promote and foster encourage~~ the preservation, rehabilitation or

Comment [MA8]: Revision to wording based on comment from Ministry of Tourism, Culture and Sport (MTCS).

Comment [MA9]: Revision to wording based on comment from MTCS.

restoration of *built heritage resources* and *cultural heritage landscapes* so that they remain in active use.

- f) To promote public and private awareness, appreciation and enjoyment of the City's *cultural heritage resources* through public programs and activities, heritage tourism and guidance on appropriate conservation practices.
- g) To maintain a municipal register of properties of *cultural heritage value or interest* in accordance with the *Ontario Heritage Act*.
- h) To identify, designate and *conserve built heritage resources* and *cultural heritage landscapes* in accordance with Part IV of the *Ontario Heritage Act*.
- i) To identify, designate and *conserve Heritage Conservation Districts* under Part V of the *Ontario Heritage Act*.
- j) To identify, evaluate and *conserve heritage trees* which satisfy the criteria for determining *cultural heritage value or interest* as prescribed by regulation under the *Ontario Heritage Act*.
- k) To identify, evaluate and *conserve archaeological resources* and *areas of archaeological potential* in accordance with the *Ontario Heritage Act*.

4.8.1 Policies

1. *Cultural heritage resources* shall be *conserved* in accordance with this Plan and all other relevant legislation.
2. *Built heritage resources* and *cultural heritage landscapes* may be designated and/or *listed* on the *Municipal Register of Cultural Heritage Properties*.
3. A register of *property* situated in the City that is of *cultural heritage value or interest* shall be maintained and kept up to date by the City, in consultation with Heritage Guelph, according to Section 27 of the *Ontario Heritage Act*. The *Municipal Register of Cultural Heritage Properties* (or *Heritage Register*) will *list designated cultural heritage resources* and non-designated *built heritage resources* and *cultural heritage landscape resources*.
4. The City recognizes that properties within the city that have been identified in the Couling Building Inventory may also have *cultural heritage value or interest*. The properties identified in the Couling Building Inventory may be considered by Council for *listing* in the *Heritage Register* and designation under the *Ontario Heritage Act*.
5. Guidelines for *Cultural Heritage Resource Impact Assessments*, *Cultural Heritage Conservation Plans* and *Cultural Heritage Reviews* may be established by the City. *Cultural Heritage Resource Impact Assessments* and *Cultural Heritage Conservation Plans* will be used when evaluating *development* and

redevelopment in association with designated and non-designated properties in the *Municipal Register of Cultural Heritage Properties*. *Cultural Heritage Reviews* will be used to assess non-designated properties listed on the *Municipal Register of Cultural Heritage Properties*.

6. *Built heritage resources* and *cultural heritage landscapes* are required to be maintained with appropriate care and maintenance that conserves their *heritage attributes* in accordance with:
 - i) the City's *Property Standards By-law*, the *Tree By-law* and the *Site Alteration By-law*; and
 - ii) prescribed federal and provincial standards and guidelines.
7. The ongoing maintenance and care of individual *built heritage resources* and *cultural heritage landscapes* and the properties on which they are situated together with associated features and structures is required encouraged in accordance with City standards and by-laws and, where appropriate, the City will provide guidance on sound conservation practices.
8. Proper conservation and maintenance of *built heritage resources* and *cultural heritage landscapes* should be recognized and encouraged as a viable and preferred means of reducing energy consumption and waste.
9. Harmful disruption or disturbance of known *archaeological sites* or *areas of archaeological potential* should be avoided. Under the Ontario Heritage Act, it is illegal to alter a known archaeological site(s) without an archaeological license.
10. The City will encourage *property owners* to seek out and apply for funding sources available for *conservation* and restoration work.
11. The City may establish financial incentives to promote the *conservation of cultural heritage resources*.
12. The City will ensure the *conservation* and protection of *cultural heritage resources* in all planning and *development* matters subject to the Planning Act including site alteration, transportation, servicing and infrastructure projects.
13. The City may require, as a condition of approval of a *development* proposal within which a *cultural heritage resource* is situated or which is adjacent to a *protected heritage property*, the provision of one or more performance assurances, performance security, property insurance and/or maintenance agreements, in a form acceptable to the City, in order to conserve the *cultural heritage resource*.
14. It is preferred that *cultural heritage resources* be conserved in situ and that they not be relocated unless there is no other means

Comment [MA10]: Revision to wording based on comment from MTCS.

Comment [MA11]: Revision based on comments from MTCS.

Comment [MA12]: Revisions based on MTCS comment related to ensuring that transportation, infrastructure and urban design activities are consistent with heritage conservation policies.

to retain them. Where a *cultural heritage resource* cannot be *conserved* in situ or through relocation and approval for demolition or removal is granted, the City in consultation with Heritage Guelph will require the proponent to provide full documentation of the *cultural heritage resource* for archival purposes, consisting of a history, photographic record and measured drawings, in a format acceptable to the City.

15. The proponent shall provide and deliver to the City all or any part of the demolished *cultural heritage resource* that the City, in consultation with Heritage Guelph, considers appropriate for re-use, archival, display, or commemorative purposes, at no cost to the City. The City may use or dispose of these *artifacts* as it deems appropriate [in accordance with the Ontario Heritage Act and any applicable regulations or guidelines](#).

Comment [MA13]: Revisions to wording based on comments from MTCS.

16. Council may pass by-laws providing for the acquisition by purchase, lease or otherwise of any real *property* or part thereof, designated under Part IV of the *Ontario Heritage Act*.

17. The City may dispose by sale, lease, or otherwise of any real *property* or interest therein acquired under policy 4.87.12.167, upon such terms and conditions as Council, [in consultation with Heritage Guelph](#), may consider appropriate.

Comment [MA14]: Revisions to wording based on comments from MTCS.

18. The predominant *built heritage resources* in the periphery of the city are the farmsteads. While there have historically been strong cultural, economic, social and political links between the City of Guelph and its rural neighbours, it is the farming history which sets this area apart from the more heavily urbanized parts of the City. In many cases, the farmsteads are linked to pioneer settlers and other important persons, technologies, architectural styles and developments, or represent the historical development of Guelph and Wellington County. Many are intact examples of early settlement patterns in Wellington County, which survive as a testament to the prosperity and history of this area. These *built heritage resources* are most deserving of preservation and careful incorporation into *developments* in accordance with the provisions of this Plan.

19. The farmhouse at 80 Simmonds Drive will be incorporated into the design of the main public square for the lands located along the west side of Victoria Road, providing opportunity for the use of this building as a public facility (community centre or library) or alternatively, to be retained as a residential use.

4.8.2 Heritage Designation

1. Council, in consultation with Heritage Guelph, may designate by by-law, properties of *cultural heritage value or interest* in accordance with Part IV of the *Ontario Heritage Act*. Properties of *cultural heritage value or interest* must, in Council's opinion, meet one of the prescribed criteria as established by regulation under

the *Ontario Heritage Act*. Such properties shall be *listed as designated properties* in the *Municipal Register of Cultural Heritage Properties*.

2. *Development, redevelopment, and site alteration* affecting a *designated property* or other *protected heritage property*, where the works are likely to affect the *property's heritage attributes*, shall not be permitted unless written *consent* is received from the City.
3. Applications for any *alteration* affecting or likely to affect the *heritage attributes* of a *designated property* or other *protected heritage property* shall be required to demonstrate, to the satisfaction of the City, in consultation with Heritage Guelph, through a *Cultural Heritage Resource Impact Assessment* and/or a *Cultural Heritage Conservation Plan* how the *heritage attributes* will be *conserved*, protected and integrated, where appropriate, into the *development plans*.
4. *Development, redevelopment and site alteration of designated properties* or other *protected heritage property* shall be designed to integrate the *property's heritage attributes* into the proposed design and ensure *compatibility* with the *heritage attributes* and values through such measures as:
 - i) maintaining the original location and orientation to the street and lot pattern;
 - ii) conserving the *cultural heritage landscape* or setting;
 - iii) ensuring the height, bulk, form, massing, materials, fenestration and/or facade treatments do not detract from the *heritage attributes*; and
 - iv) maintaining the general scale and pattern of the streetscape.
5. *Development, redevelopment and site alteration of designated properties* or other *protected heritage property* shall ensure that the proposed *development, redevelopment or site alteration* *conserves* or enhances the context in which the *cultural heritage resource* is situated.
6. *Heritage attributes* shall be *conserved*, unless it has been demonstrated to the satisfaction of the City, in consultation with Heritage Guelph, that the *heritage attributes* or the designation of the property no longer meet the criteria for determining *cultural heritage value or interest* established by provincial regulation. [The repeal of a heritage designation will be undertaken in accordance with the Ontario Heritage Act and its regulations or guidelines.](#)

Comment [MA15]: Revision based on comment from MTCS.

4.8.3 Heritage Conservation Districts

1. Council, in consultation with Heritage Guelph, may initiate for examination any area of the City for possible designation as a *Heritage Conservation District*, in accordance with Part V of the *Ontario Heritage Act*.

criteria for designation under the *Ontario Heritage Act*.

7. Where a non-designated *built heritage resource* or *cultural heritage landscape* is listed in the *Heritage Register*, the City may require, as a condition of approval of a *development* application under the *Planning Act*, a building permit, a partial demolition or change of use, that the proponent enter into agreements to *conserve* and/or permit to be designated, by the City, in consultation with Heritage Guelph, the *built heritage resource* or *cultural heritage landscape*.
8. The City may require the proponent to prepare a *Cultural Heritage Conservation Plan* as a condition of approval for a *development* application, a building permit, including partial demolition, and/or a change in use that has the potential to impact a non-designated *built heritage resource* or a *cultural heritage landscape* listed in the *Heritage Register*.

4.8.6 Archaeological Resources

1. The City recognizes that there are archaeological remnants of ~~prehistoric-precontact~~ and early historic habitation within the City. The Archaeological Master Plan – Planning Report (January 2001) identified lands that have the potential for the discovery of *archaeological resources*. Additional areas may be identified by the City on the basis of the definition for *areas of archaeological potential* as defined in this Plan and in relevant provincial standards and guidelines as amended.
2. Where *archaeological resources* or *areas of potential archaeological resources* have been identified or have the potential to be present on lands proposed for *development* or *site alteration*, the City shall require the preparation of an *Archaeological Assessment* by a consultant archaeologist holding a valid professional license.
3. *Development* and *site alteration* shall only be permitted on lands containing *archaeological resources* or *areas of potential archaeological resources* if it has been demonstrated that the *significant archaeological resources* have been *conserved* by removal and documentation, or by preservation on site. Where *significant archaeological resources* must be preserved on site, only *development* and *site alteration* which maintains the integrity of the *archaeological resource* may be permitted.
4. *Development* and *site alteration* shall not commence on lands containing *archaeological resources* or *areas of potential archaeological resources* until an *Archaeological Assessment*, prepared to the satisfaction of the Province and the City, has been completed that:
 - i) identifies the affected *areas of archaeological potential* and *archaeological resources*;

Comment [MA16]: Revision based on comment from MTCs.

- ii) *assesses the archaeological significance* of the subject land;
- iii) recommends *conservation* and/or preservation measures required to retain the heritage value, attributes and integrity of the resource; and
- iv) meets the *Standards and Guidelines for Consultant Archaeologists*, as amended, the *Ontario Heritage Act* and its regulations; ~~and~~
- v) ~~includes a completed archaeological site registry form in instances where archaeological sites are registered.~~

Comment [MA17]: Delete as per MTCS comments.

4.8.7 Heritage Guelph

1. Heritage Guelph is the City's municipal heritage committee, and will be consulted, as appropriate, on matters associated with the identification, evaluation, *listing, conservation, restoration, protection*, and enhancement of *cultural heritage resources*.
2. Heritage Guelph will advise and assist Council in the identification and prioritization of *cultural heritage resources* within the City in accordance with the criteria for determining *cultural heritage value or interest* established by Provincial regulation.
3. Heritage Guelph will provide advice to Council on the designation of properties under Part IV of the *Ontario Heritage Act* and the delineation and designation of *Heritage Conservation Districts* under Part V of the *Ontario Heritage Act*.
4. Heritage Guelph will provide advice on *cultural heritage value or interest* on all matters referred to it by Council.
5. All properties identified on the Couling Building Inventory that have not been *listed* on the *Municipal Register of Cultural Heritage Properties* (e.g. buildings, structures, landscapes, monuments, installations or visible remains constructed prior to 1927, but not limited to those constructed prior to 1927) shall be considered as potential *built heritage resources* until considered otherwise by the Heritage Guelph.
6. The City will promote good communication between Heritage Guelph and City departments, local heritage groups, and applicable government agencies.
7. The City, in conjunction with Heritage Guelph, will encourage and foster public education, awareness, participation in, and appreciation of the conservation of *cultural heritage resources* by installation of plaques, *conservation* awards, publication of literature, assistance to the media and other means considered appropriate by Council.
8. The City may use government or non-government funding programs to assist in the implementation of the heritage *conservation* policies of this Plan.

9. The City shall co-ordinate its heritage *conservation* plans and programs with other levels of government.

4.8.8 Heritage Trees

1. The City shall identify, evaluate and *conserve heritage trees* which satisfy one of the criteria for determining *cultural heritage value or interest* as prescribed by regulation under the *Ontario Heritage Act*.
2. Where *heritage trees* have been identified by the City, they will be protected through appropriate measures under the Ontario Heritage Act to the fullest extent possible while having regard to the health of the tree and public safety.

Comment [MA18]: Revision to provide clarity in response to public comments.

4.8.9 Cultural Heritage Resource Impact Assessment

1. The City may require a *Cultural Heritage Resource Impact Assessment* or a *Scoped Cultural Heritage Resource Impact Assessment* as part of a complete *development* application for the following *development* application types if the subject *property* has been designated under the *Ontario Heritage Act* or has been listed as a non-designated property in the *Heritage Register*:
 - Official Plan Amendment (when combined with a *Zoning By-law Amendment* or a Plan of Subdivision)
 - *Consent*
 - *Zoning By-law* Amendment
 - Plan of Subdivision
 - Minor Variance
 - Site Plan Control.
2. A *Cultural Heritage Resource Impact Assessment* or a *Scoped Cultural Heritage Resource Impact Assessment* shall be carried out to the satisfaction of the City, in consultation with Heritage Guelph.
3. The *Cultural Heritage Resource Impact Assessment* shall include, but is not limited to the following:
 - i) a description of the proposed *development, redevelopment or site alteration*, including a location map showing proposed buildings, existing land uses, site survey, architectural drawings, detailed conceptual façade renderings, interior architectural details where the *heritage attributes* are identified within a building or structure and other details as specified by the City;
 - ii) a detailed description of the *built heritage resource(s), cultural heritage landscape features, heritage attributes*, sources of research and conclusions regarding the significance of the *cultural heritage resource* with respect to their *cultural heritage value or interest*;
 - iii) a description of the existing regulations if any, affecting the

accessibility to commercial and industrial areas of the City.

- ii) The City will restrict the location of land uses, activities and home occupations that generate truck traffic.

5.10 Railways

1. The City recognizes the importance of the rail system and supports and encourages the enhanced role of rail transportation for goods and passenger movement.
2. The City will facilitate the provision of rail freight service to *employment areas*, where feasible, including the continued support of the City-owned Guelph Junction Railway Company.
3. The City will support the future use of the Guelph Junction Railway for potential passenger rail service as illustrated on Schedule [67](#).
4. The City will encourage the continued provision of passenger rail service.
5. To minimize road/rail conflict wherever possible, the City has identified the following location for a road/rail grade separation:
 - i) Silvercreek Parkway and CNR grade separation as part of the reconnection of Silvercreek Parkway south of Paisley Road.
6. Proponents of *development* in proximity to a railway:
 - i) must demonstrate, to the satisfaction of the City, that applicable safety requirements can be satisfied;
 - ii) meet the requirements of the Noise and Vibration policies of this Plan; and
 - iii) implement other mitigation and buffering measures such as set-backs, intervening berms and security fencing as may be required as a condition of subdivision approval or other *development* approval.
7. Where *development* cannot reasonably achieve standard safety measures, the City, in consultation with the affected railway, may consider a site specific risk management approach to meeting safety and security requirements.

5.11 Parking

1. The City will ensure that adequate parking facilities are provided to meet the parking demands generated by various land uses.
2. The City shall specify off-street parking requirements and may establish maximum parking requirements in the *Zoning By-law*, where appropriate.
3. Off-street parking areas and facilities shall be provided through zoning and site plan requirements.

4. The City may acquire, develop and operate parking facilities.
5. Cash-in-lieu of required parking may be considered in accordance with the *Planning Act*.
6. Reduced parking requirements may be considered as part of a Parking Study, particularly within Downtown, Community Mixed-use Nodes and *Intensification Corridors*, or for *affordable housing*, or where high levels of transit exist or are planned.
7. The City may develop zoning regulations for shared parking arrangements between multiple facilities to optimize the staggered nature of demand for parking on a time-of-day, weekday/weekend and monthly basis.
87. The City may encourage managing the supply of parking as a *TDM* measure.

Comment [MA19]: New as per comments from MOI

5.12 Transportation Networks

The City's road network is integrated into the Provincial Highway system and ties into the County/Township transportation network. Provincial Highways 6 and 7 are both major routes to and through the City while Wellington Road 124 is an important regional connection.

1. The City will work with Wellington County, the Region of Waterloo, the Region of Halton and the Provincial and Federal Governments, as appropriate, to co-ordinate *transportation infrastructure* planning and implementation within the City and surrounding areas. This co-ordination will include participation in *Environmental Assessment* processes and undertaking joint transportation planning studies.
2. Schedule 67 identifies future transportation projects identified through *Environmental Assessments* and council approved studies. *Development* in proximity to these proposed improvements will be designed and integrated such that it does not preclude or negatively affect the proposed transportation network improvement.
3. All *development* proposals adjacent to or in the vicinity of a the Provincial Highways in Guelph within the Ministry of Transportation's permit control area are subject to approval the requirements and permits of the Ministry of Transportation. ~~These requirements and permits are in addition to the road design standard requirements of the City.~~ Any areas in the City that are identified for future development that are located within the Ministry of Transportation's permit control area will be subject to provincial policies, standard and requirements. ~~These requirements and permits are in addition to the road design standard requirements of the City.~~ Direct access to provincial highways will be discouraged and often prohibited.

Comment [MA20]: Revisions as per Ministry of Transportation comments.

4. The Transportation Master Plan will be updated on regular intervals,

6 Municipal Services and Infrastructure

The provision of *infrastructure*, including drinking water, wastewater, stormwater and waste management, electrical and telecommunication services all support *development*. Provision of these services will be financially viable and manage demand and optimize existing infrastructure in order to reduce the need for new facilities. The City is not responsible for providing all of these services, but plays a collaborative role in ensuring that these are provided efficiently. In addition, [this Chapter](#) ~~the following~~ includes provisions for controlling the spread of termites and for controlling *site alteration*.

Objectives

- a) To encourage the efficient use of municipal services and utilities.
- b) To ensure full municipal services are provided for all forms of *development*.
- c) To ensure *groundwater* resources, on which Guelph's water supply is based and which sustain the area's natural environment, are respected, protected and conserved.
- d) To promote the retention, repair and upgrading of *infrastructure* in the older parts of the City.

6.1 Policies

1. The City will ensure the provision of *infrastructure* and utilities in a fiscally sustainable manner in accordance with recognized standards for urban *development*.
2. The City will ensure there is an adequate supply of serviced land and *intensification* opportunities to meet future *development* needs.
3. The provision and extension of full municipal services and utilities to all new *development* will be required. Full municipal services shall include facilities for:
 - i) sanitary sewage disposal;
 - ii) water supply;
 - iii) stormwater management;
 - iv) solid waste management;
 - v) electrical power; and
 - vi) transportation networks including public transit and pedestrian and cycling networks.
4. The City will plan for the inclusion of *district energy* infrastructure within municipal right-of-ways where appropriate.
5. Where feasible, electrical and cabled services within new *development* shall be located underground. Upon replacement, providers are encouraged to relocate electric and cabled services underground.

6. Prior to permitting a *development* proposal, the City shall ensure there is adequate provision for overall *municipal water*, wastewater treatment, and solid waste and stormwater management facilities to accommodate the *development*.
7. The City will coordinate with utility providers to facilitate the efficient provision of services.
8. City Council may pass by-laws and enter into agreements, including financial arrangements with property owners for the installation of municipal services.
9. The City will consider the use of alternative development standards to provide municipal services where the effectiveness and efficiency of the service is retained, and when *development* cost savings and energy efficiencies may be realized.
10. The City will guide the direction, location, scale and timing of *development* to ensure compact, orderly *development* and to minimize the cost of municipal services and related *infrastructure*.
11. The City will ensure full utilization of existing municipal services and utilities and conservation measures as appropriate.
12. The City will ensure that *infrastructure* is provided in a coordinated, efficient, integrated and cost-efficient manner to meet current and projected needs, including:
 - i) the optimization of existing *infrastructure*, where feasible, before giving consideration to new *infrastructure* or facilities; and
 - ii) the strategic location of *infrastructure* to support effective and efficient delivery of emergency management services.
13. The City will ensure that *sewage and water service systems* are financially viable and comply with regulatory requirements, can be sustained by the City's water resources, and protect human health and the natural environment.
14. The City's servicing requirements for planned development and projected growth will be monitored to ensure that the sustainable water and wastewater system capacities are not exceeded and to provide sufficient lead time for the planning, design, approval, financing and construction of new facilities as required.
15. The City will specify procedures for the allocation of water supply and wastewater treatment capacity for *development* applications approved under the *Planning Act*. Such procedures will include reserve capacity allocations for the following:
 - i) residential infill and *intensification development* within the *built-up area*;

- ii) residential *development* within the *greenfield area*, consistent with staging of development policies; and
- iii) non-residential *development* in both the existing *built-up* and *greenfield area*.

16. The City will discourage non-residential *development* that requires high volumes of water use and/or wastewater discharge if the *development* has the potential to compromise the City's ability to service existing and planned levels of population and employment, or where the *development* would require unduly costly water and/or wastewater system upgrades.

17. The City will develop guidelines for non-residential water consumption and wastewater discharge to assist in the evaluation of development applications.

Comment [MA21]: Policy added in response to concerns about what constitutes high volumes. The City will develop guidelines for this but actual targets will not be included in the OP.

187. Where the City has permitted non-residential *development* that requires high volumes of water use and/or wastewater discharge, the allocation of water supply and wastewater treatment capacities will be subject to review and approval by the City. As a condition of *development* approval, the applicant/owner will be required to enter into a consumption and discharge agreement with the City. The agreement will specify the terms and conditions that are to be met by the applicant/owner in order to receive the requested capacity allocation.

198. *Development* on private services is prohibited except as provided for in policy 6.1. ~~2049~~ to avoid sprawl, premature municipal servicing and potential *negative impacts* on the City's water resources and *natural heritage features*.

~~2049.~~ The City will not permit *development* on *partial services* except where necessary to address a failed *individual on-site water service* or *individual on-site sewage services* on an existing lot of record and only where municipal services are not available or are not expected to be available within 2 years.

6.2 Water Supply

The City relies primarily on *groundwater* resources for its potable water including the Arkell Spring Grounds, located in Puslinch Township which is a significant source of supply for the City. Numerous municipal wells within the City boundary and immediately adjacent to the City also contribute to the City's overall water supply. These policies outline the City's approach to supplying safe high-quality drinking water. Additional policies can be found in Section 4.3 Watershed Planning and Water Resources.

Objectives

- a) To provide a safe, high quality water supply to meet the needs of residents and businesses, now and in the future through an emphasis on conservation, protection and sustainable *development*.
- b) To promote water conservation and efficiency measures to sustain the

9. Cultural facilities, including museums, art galleries, performing arts facilities, private facilities and managed historical sites are supported as an integral part of the social and cultural fabric of the City.
10. New cultural facilities that serve the City or larger region are encouraged to locate Downtown.

7.2 Affordable Housing

The City recognizes the importance of housing, including *affordable housing*, in meeting the needs of the City's existing and future residents.

Objectives

- a) To encourage and support the development of *affordable housing* throughout the City by planning for a range of housing types, forms, tenures and densities.
- b) To actively participate in, encourage and promote *affordable housing* opportunities funded by Provincial and/or Federal programs in conjunction with the *Consolidated Municipal Service Manager (Service Manager)* to ensure a supply of new *affordable housing* within the City.
- c) To encourage and support education and awareness programs with private, public and local community stakeholders to highlight the economic and social advantages of *affordable housing*.
- d) To recognize the role of existing housing and *accessory apartments* in providing choices for a full range of housing, including *affordable housing*.
- e) To protect the existing supply of affordable rental housing by regulating demolitions and the *conversion* of existing rental properties to *condominiums* or co-ownership housing.
- f) To promote innovative housing types and forms to ensure *affordable housing* for all socio-economic groups throughout the city.
- g) To establish and implement minimum targets for *affordable housing* through new *development* applications.
- h) To ensure that an adequate supply, geographic distribution and range of housing types including *affordable housing* and supporting amenities, are provided to satisfy the needs of the community and to support an affordable lifestyle.

7.2.1 Affordable Housing Targets

1. An *affordable housing* target will be implemented through new *development* applications city-wide. The *affordable housing* target is based on the method outlined in the City of Guelph's December 2009 Affordable Housing Discussion Paper and will be implemented through the use of various planning tools (e.g.,

planning policy, development approvals, financial incentives, partnerships, community education and monitoring).

2. The annual affordable housing target requires that an average of 30% of all new residential development to constitute affordable housing. The target is to be measured city-wide. The target includes an annual target of 27% affordable ownership units and an annual target of 3% affordable rental housing units.
3. The City will support the Service Manager in the achievement of the development of An additional separate annual target of 6% of all new residential development has been established for social housing.
4. While not part of the annual *affordable housing* target, the creation of approximately 90 accessory apartment units annually will be encouraged.

Comment [MA23]: Modification to provide clarity that the target is city-wide, basis is that the need for affordable housing is 30% of the total residential units constructed.

Comment [MA24]: Revised, based on comments from MMAH, the City is not the Service Manager and cannot directly implement this policy.

7.2.2 General Policies

1. The City will develop a housing strategy that will set out a plan, including policies for the Official Plan and implementation strategies, to meet the needs of all residents, including the need for *affordable housing* – both home ownership and rental housing. The housing strategy will include the planning and development of a range of housing types and densities to support the achievement of the *intensification target* and *density targets*.
2. As part of the *development* approval process, City Council may require the identification of lands for *affordable housing*.
3. City Council shall consider giving priority, through the Development Priorities Plan, to *development* applications that provide the type, size and tenure of housing required to meet the social and economic needs of the City's residents.
4. City Council may establish alternative development standards for *affordable housing*, *residential intensification*, *redevelopment* and new residential development which minimizes the cost of housing and facilitates *compact urban form*. This may include setting maximum unit sizes or reducing parking requirements.
5. City owned land that is surplus to City needs and appropriate for residential development shall be given priority for sale or lease for the development of *affordable housing*.
6. Investment in new *affordable housing* shall be encouraged through a coordinated effort from all levels of government and appropriate partnerships with non-government organizations and through the implementation of a range of strategies including effective taxation, regulatory and administrative policies and incentives.
7. The City shall identify, promote and where appropriate,

developments planned and constructed over the year and will set the new *affordable housing benchmark* prices for ownership and rental housing for the upcoming year. The information collected may be used to inform the prioritization and assignment of development proposals in the City's Development Priorities Plan.

9. The *affordable benchmark* price for ownership and rental housing will be monitored and established annually to reflect changing market conditions.
10. The *affordable housing* target will be reviewed as part of the Five Year Official Plan review.
11. The City will annually monitor:
 - i) the number and types of *affordable housing* produced through new residential *development* and *intensification* efforts;
 - ii) the number and types of *affordable housing* lost through demolition and condominium conversion;
 - iii) ownership and rental house prices;
 - iv) rental *vacancy rates*; and
 - v) achievement of the *affordable housing* targets of this Plan.
12. Based on monitoring results, priorities may be set among the various *affordable housing* needs.

7.3 Open Space System: Trails and Parks

The City's open space system accommodates a variety of recreational pursuits while having regard for and complementing the City's natural areas. The open space system consists of parks, trails and open space areas that are not part of but may be interconnected with or supportive of the natural heritage system and conservation lands. The open space system plays an important role in defining the character of the City and promoting community health and wellness.

Comment [MA25]: Modification to provide clarity that in some geographic areas, the open space system of parks and trails is interconnected with and provides linkages for the Natural Heritage System.

This Plan sets out policies that protect and enhance the open space system for current and future generations.

Objectives

- a) To develop a connected open space system of trails and parks that provides residents with exposure to, awareness of and interaction with nature and contributes to community health and wellness.
- b) To develop a cohesive and comprehensive city-wide trail system that will connect people and places through a network that is off-road, wherever possible, and supported by on-road links where necessary.
- c) To create a hierarchy of open space, trails and parks based on size, function and population to be served.
- d) To provide a sufficient open space system of parks and trails to meet the

active and passive recreational needs of residents that is accessible to all residents.

- e) To accommodate the unique and growing park and trail needs created by *residential intensification* with an emphasis on walkability.
- f) To reduce parkland deficiencies within City neighbourhoods.
- g) To encourage the use of the City's parks as '*living community centres*' that provide animated spaces serving as activity hubs for neighbourhoods and the community at large in accordance with the Recreation, Parks and Culture Strategic Plan.
- h) To protect and enhance, trails, parks and open spaces for current and future generations.
- i) To create and promote tourism attractions in the City's open space system.
- j) To encourage indigenous biological diversity, [naturalization and environmental enhancement](#) in appropriate open space and park locations.
- k) To ensure that urban forestry is a key component of park design.
- l) [To plan for interconnections and enhancement opportunities between the open space system and the natural heritage system, where appropriate.](#)

Comment [MA26]: Modification to expand objective to include naturalization and environmental enhancement in response to comment concerned with deletion of this wording in the Plan.

Comment [MA27]: New, to support connections between parks and trails and the natural heritage system.

7.3.1 Trail Network

The City's Trail Network is based on the Guelph Trail Master Plan which provides the vision for a comprehensive network of off-road trails and on-road links that connect people and places throughout Guelph and potentially to neighbouring municipalities. The Trail Network is comprised of interconnected parks, recreation areas and other open spaces.

1. The City will continue to pursue the development of a Trail Network as set out in Schedule [78](#) and in accordance with the Guelph Trail Master Plan.
2. Where privately owned lands are shown on Schedule [78](#), this Plan does not imply that these lands are open to the general public or that these lands will be purchased by the City or any other public agency in the future.
3. Under most circumstances, trail development should be restricted to public lands; private lands will not be considered until a mutually agreeable arrangement between the City and the land owner has been prepared.
4. This Plan recognizes that all lands owned by the University of Guelph and the Homewood Corporation are under private ownership.

8 Urban Design

Good urban design is fundamental to the creation of enduring, attractive and valued environments which are memorable and flexible and can evolve to accommodate changes in use over time. Adaptable and well-designed infrastructure networks, buildings and open spaces result in communities and places that remain viable and attractive for many generations, supporting civic and economic activity and a high quality of life. To achieve a *complete community*, the urban design policies contained in this Plan apply to all development within the City.

The urban design policies of this Plan apply to all land uses and public *infrastructure*.

Objectives

- a) To create neighbourhoods with diverse opportunities for living, working, learning and playing.
- b) To build compact neighbourhoods that use land, energy, water and *infrastructure* efficiently and encourage walking.
- c) To showcase natural attributes as defining features of the City's character by making them highly visible and accessible, especially lands along the Speed and Eramosa Rivers.
- d) To engage in "place-making" - developing infrastructure, spaces and buildings that are permanent and enduring, memorable and beautiful, adaptable and flexible, and valued.
- e) To *conserve* and celebrate the City's *cultural heritage resources* through the reuse of *built heritage* and *cultural heritage landscape* assets and ensuring that adjacent development responds to and respects these assets.
- f) To ensure that the design of the built environment ~~and enhances~~ respects, strengthens the character of the existing distinctive areas and neighbourhoods of the City.
- g) To create a diversity of inviting and accessible gathering places that promote a full range of social, cultural and economic interaction.
- h) To establish a pattern of interconnected streets and pedestrian networks in which buildings frame and address public spaces.
- i) To allow for a range of architectural styles and promote expressions that bring interest and diversity in urban form and architectural design while responding appropriately to the local context and achieving *compatibility*.
- j) To design space that is accessible to all, regardless of abilities.
- k) To improve conditions for greater personal security within publicly

Comment [MA28]: Minor modification to wording.

accessible spaces by designing them to be attractive and comfortable to the public, increasing the potential for informal surveillance and reducing opportunities for crime.

- l) To preserve and enhance protected *public views* and *public vistas* of built and natural features.
- m) To design for a choice of mobility including walking, cycling, transit and driving.
- n) To require urban design that reduces energy and water demand through such measures as, but not limited to, orientation of streets and buildings and the implementation of active and passive *renewable energy systems* and *alternative energy systems* and water conservation strategies.

Policies

8.1 Sustainable Urban Design

- 1. The design of site and building development will support energy efficiency and water conservation through the use of *alternative energy systems* or *renewable energy systems*, building orientation, sustainable building design, low impact stormwater infiltration systems, drought-resistant landscaping and similar measures.
- 2. New *development* shall be integrated with the existing topography where possible to maintain the physical character of the area and minimize the amount of grading and filling required.
- 3. New residential neighbourhoods shall be designed to ensure that most residents live within a 5 to 10 minute 400-metre walk of mixed-use areas, amenities and transit stops.

Comment [MA29]: Revision to clarify the intent is that amenities would be planned for within a convenient walking distance of most residents.

8.2 Public Realm

- 1. A clearly identifiable *public realm* should be established in all residential areas consisting of an interconnected network of streets, parks, school sites, community trails and open spaces.
- 2. New residential developments shall be designed to be integrated and connected to surrounding existing neighbourhoods; providing full pedestrian and vehicular access including access to transit.
- 23. *Development* proposals shall extend, establish or reinforce a modified grid-like street network that:
 - i) connects with the existing urban fabric of streets, open spaces and developed areas;
 - ii) is highly interconnected;
 - iii) responds sensitively and creatively to natural and other established features;
 - iv) integrates with the pedestrian and bicycle networks;

Comment [MA30]: New policy to replace 8.4.9; provides support for developments that are integrated and connected, rather than gated and disconnected.

- v) supports the integration of viable transit service; and
- vi) is designed to maximize opportunities for solar gain while respecting the built form policies of this Plan.

- 34. Block lengths shall be reasonably short especially within Community Mixed-use Nodes and *Intensification Corridors* and shall optimize connectivity for pedestrians and encourage walking. Longer blocks shall have adequately sized mid-block pedestrian links.
- 45. New cul-de-sacs may be permitted only when warranted by natural site conditions or to preserve *cultural heritage resources* in situ.
- 56. Reverse lotting and 'window roads' (i.e. single loaded local roads flanking arterial and collector roads) should be avoided.
- 67. Road design will balance the provisions for a safe, accessible, functional and attractive pedestrian-oriented environment with an acceptable level of motor vehicle traffic. To achieve a pedestrian oriented *public realm* and streetscape, a variety of techniques may be implemented, depending on the function and context of the road, including:
 - i) widening sidewalks to allow for a comfortable pedestrian environment as well as retail displays, outdoor café seating, benches and shade street trees;
 - ii) reduced lane widths;
 - iii) provision of landscaped boulevards;
 - iv) provision of on-street parking;
 - v) provision of transit priority measures and bicycle infrastructure;
 - vi) provision of regular intersections of roads to allow for the creation of a modified grid system; and
 - vii) use of alternative road geometrics and materials at pedestrian crossing areas.
- 78. The City will maintain a program of tree replacement within its right-of-ways in all areas of the City.
- 89. The planting of trees, shrubs and groundcover in street medians and shoulders shall be designed to allow for their long term health through the implementation of best practices for planting and maintenance. Planting in street medians and shoulders will generally be undertaken with low maintenance, drought resistant and salt tolerant plant species.
- 910. The City will coordinate street infrastructure elements such as lighting, parking areas, landscaping, transit shelters, trash containers, bicycle racks and signage to enable the continuity in character and function of the streetscape.
- 1011. New *development* shall be designed to contribute to a pedestrian-oriented streetscape through strategies such as:
 - i) locating built form adjacent to, and addressing, the street edge;

- ii) placing principal building entrances towards the street and corner intersections;
- iii) maintaining or extending a continuous building façade or streetwall along the street;
- iv) providing for active uses that provide an interface with the *public realm* that enhances the liveliness and vibrancy of the street (e.g. seating, cafés, patios, displays);
- v) incorporating weather protection measures such as canopies, awnings, building projections or colonnades, where possible;
- vi) ensuring that street elements are co-ordinated with those within the public street right-of-way; and
- vii) ensuring that the placement of above-ground utilities do not visually detract from a cohesive streetscape through such strategies as clustering utilities in appropriate locations or containing them in other streetscape features.

8.3 Landmarks, Public Views, and Public Vistas

1. The City may identify existing landmarks or locations for new landmarks and require measures for their protection and retention. In general, signature buildings will be required at corner locations or at the apex of T-intersections to serve as new neighbourhood landmarks.
2. Key *public views* to the Church of Our Lady shall be identified and protected. *Public views* and *public vistas* to other *cultural heritage resources* or natural heritage features may be identified for protection. The City may initiate studies from time to time to identify significant *public views* and *public vistas*.
3. Parks, schools, places of worship and other community facilities should be established in visually prominent, central and accessible locations to serve as neighbourhood focal points or gathering places. These focal features should have good access to all forms of transportation, be created to a high standard of design and include uses serving the local community.
4. Opportunities to provide *public views* of Significant Natural Areas are strongly encouraged.
5. Reverse lotting onto Significant Natural Areas and other components of the *public realm* should be avoided.
6. Buildings should be oriented to maintain *public vistas* of ~~and/or visual access to~~ Significant Natural Areas on lands adjacent to the site.
7. Streets should create view corridors and *public vistas* of Significant Natural Areas, the river valleys and park facilities.

Comment [MA31]: Delete “visual access” in response to comments related to meaning and application of this term. Intent is to maintain views of natural areas.

8.4 Gateways

1. The City may identify certain desirable locations for gateway features and may require distinctive urban design forms at these locations. Gateways

shall define a sense of entrance and contribute to community image and identity.

2. Major gateways will be located in visually prominent sites located at major entry points into the City.
3. Minor gateways are to be located at prominent intersections which are neighbourhood-scaled gateways or at secondary entry points into the City.
4. The following roads, where they intersect the City boundary, are considered major gateways:
 - i) Gordon Street;
 - ii) Woodlawn Road West;
 - iii) Victoria Road North;
 - iv) Woolwich Street;
 - v) Eramosa Road;
 - vi) York Road;
 - vii) Wellington Street West; and
 - viii) Stone Road East.
5. In addition to the City identified major gateways, the City will work with the Province to recognize and design the Hanlon Expressway [\(Highway 6\)](#) corridor as a significant City gateway though standards such as landscaping and lighting. *Development* abutting the Hanlon Expressway shall also recognize its function as a gateway through high-quality building design, appropriate signage and landscaping.
6. *Development* at gateways shall be required to meet a high standard of design, recognizing their role as a gateway and be appropriately oriented to the *public realm*.
7. Where a commercial or mixed-use development is located at the intersection of major streets, the *development* or *redevelopment* of each corner property are considered minor gateways and development will incorporate neighbourhood-scale gateway features. Generally this shall be accomplished through high-quality built form and may include pedestrian linkages into the site at the intersection.
8. Gateways to new neighbourhoods should create a sense of entrance and arrival contributing to community image and identity. Elements contributing to gateway features and design may include: trees and other landscaping, feature lighting, paving and public art. ~~However, entrance features to new subdivisions that create an appearance of a walled community are strongly discouraged.~~
9. ~~New controlled access or gated neighbourhoods or subdivisions shall not be permitted.~~

Comment [MA32]: Delete 2nd sentence in response to concerns that this policy would impact on required noise walls. Policy provides some examples of appropriate gateway treatments.

Comment [MA33]: Delete, new policy added to 8.2 to encourage developments that are integrated and connected with surrounding neighbourhood.

8.5 Built Form: Low Rise Residential Forms

1. To create visual interest and diversity in the built environment, a wide

variety of architectural designs are encouraged. However, new buildings proposed within older, established areas of the City are encouraged to be designed to complement the visual character and architectural/building material elements found in these areas.

2. Dwellings should be sited with a consistent setback to provide human scale streets. Designs should incorporate features such as prominent entrances and front porches to encourage social interaction and allow for views along the street.
3. To ensure garages do not dominate the streetscape in new *development* and to promote “eyes on the street” the *Zoning By-law* shall limit their width such that garages do not generally exceed half the width of the house. Furthermore, the *Zoning By-law* shall limit garage door projection so that most garage doors are recessed and do not project ahead of the front wall of the house.
4. Rear lane development is generally encouraged. On narrow lots and particularly along arterials and within mixed-use areas, residential developments shall generally incorporate rear lanes to help create attractive streetscapes and minimize the impact of driveways on the pedestrian realm.
5. The retention of vegetation in front yards along residential streets is encouraged.

8.6 Built Form: All Built Forms other than Low Rise Residential Forms

1. New buildings shall address the street. Buildings shall have front façades with entrances and windows that face the street and that reflect and, where appropriate, enhance the rhythm and frequency of the immediate vicinity.
2. The principal entrances of commercial and mixed-use buildings shall be oriented toward the street and provide direct user entrances from adjacent streets and walkways. Blank facades facing a street, open space or park shall not be permitted.
3. Commercial, employment and mixed-use buildings should be consistently located close to the street edge and sidewalk.
4. Corner buildings shall address both streets by providing two articulated façades facing the street.
5. Buildings adjacent to the street edge and at sites with high public visibility shall be designed to take into account their high public visibility by incorporating elements such as increased height, roof features, building articulation and high quality finishes and windows.
6. Intersections of major streets shall be emphasized by placing buildings in close proximity to the intersection and ensuring that building entrances are visible from that intersection.

7. Buildings will be designed to completely screen roof-top mechanical equipment from public view.
8. Long building facades that are visible along a public street will incorporate recesses, projections, windows or awnings, colonnades and/or landscaping along the length of the facade to reduce the mass of such facades.
9. The design of all commercial buildings and storefronts shall be in keeping with the character and identity of the community and its immediate context. This may require alternative or enhanced standard of corporate or franchise design. Buildings shall reflect the community and immediate context through features such as facade articulation, massing, architectural style, vertical windows, appropriate signage, building materials and exterior finishes.
10. Where appropriate, a building's first storey shall generally be taller in height to accommodate a range of non-residential uses.
11. Large buildings will incorporate architectural elements which will reduce the visual effects of flat roof lines.

12. Industrial buildings which incorporate an office component should be designed to locate the office at the street front of the building and are encouraged to have a minimum height of 2 storeys.

Comment [MA34]: New policy to specify locational and height preference for office areas of industrial buildings. Replaces, in part, the minimum height requirements for Industrial and Corporate Business Park designations.

13. Generally, a minimum building height of 2 storeys will be encouraged to provide definition to streets and open spaces. Regulations for minimum building heights may be incorporated into the Zoning By-law for non-residential uses at key locations such as sites fronting onto arterial or collector roads, identified Main Streets and at intersections.

Comment [MA35]: New, this policy is added to replace minimum height requirements for non-residential land use designations. Intent is to encourage 2 storey height through the Official Plan.

14. Site and building design should support and facilitate future intensification and redevelopment including strategies for building expansions such as ensuring that upper storey volumes can be infilled to create additional floor area.

Comment [MA36]: New policy added to address comments that upper floors and mix of uses are more appropriate to consider in the longer term rather than require now.

8.7 Built Form: Buildings in Proximity to Residential and Institutional Uses

1. Where commercial, employment or mixed-use development is located in proximity to residential and institutional uses the following urban design strategies will be employed to ensure *compatibility*:
 - i) using building massing and placement to reduce the visual effects of flat roof lines, blank facades or building height by means such as appropriately stepping back, terracing or setting back buildings;
 - ii) appropriately locating noise-generating activities within a building or structure and away from sensitive receptors;
 - iii) incorporating screening and noise attenuation for roof-top mechanical equipment and other noise generating activities

maintaining appropriate setbacks, landscaping and allowing for adequate automobile queuing.

8.11 Transition of Land Use

1. To achieve *compatibility* between different land uses, *development* will be designed to create an appropriate transition through the provisions of roads, landscaping, spatial separation of land uses and *compatible* built form.
2. Where proposed buildings exceed the built height of adjacent buildings, the City may require the new buildings to be stepped back, terraced or set back to reduce adverse impacts on adjacent properties and/or the streetscape.

8.12 Parking

1. Building placement in combination with landscaping should be used to screen surface parking areas. Surface parking areas should generally be located at the rear or side of buildings and not between the front of a building and the street. Where permitted adjacent to the *public realm*, surface parking areas should be designed in a manner that contributes to an attractive *public realm* by providing screening and landscaping. Generously sized landscape strips incorporating combinations of landscaping and decorative fencing or walls shall be provided adjacent to the street edge to provide aesthetically pleasing views into the site while screening surface parking areas.

~~2. Underground or structured parking is encouraged to reduce or eliminate the need for surface parking.~~

Comment [MA38]: Moved from Chapter 9: Land Use policies for parking.

- ~~32.~~ Surface parking areas shall not be permitted immediately adjacent to the corners of an intersection.
- ~~43.~~ Walkways should be provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s). These walkways should be well articulated, safe, accessible and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.
- ~~54.~~ Large surface parking areas should be divided into smaller and defined sections through the use of appropriately-sized landscaped strips, islands and/or pedestrian walkways.
- ~~65.~~ Parking adjacent to identified *natural heritage features* and associated *buffers* should be avoided.
- ~~76.~~ Bicycle parking shall be provided and conveniently located in close proximity to building entrances. Sheltered bicycle parking should be integrated into the built form.
- ~~87.~~ Above-grade parking structures shall be designed to provide well-articulated facades facing streets. Street-related uses on the ground level

of the parking structure should be provided where appropriate and feasible to contribute to an active pedestrian realm and screen the parking structure.

98. Surface parking areas adjacent to ground-related residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.

10. The Zoning By-law may establish the maximum length of frontage along arterial roads that may be used for surface parking. This provision may provide different standards for various land uses.

Comment [MA39]: Moved from 9.4.2.9

119. For underground and above-grade parking structures, driveway access and ramp locations shall be located to reduce conflicts with pedestrians and minimize negative impacts on the streetscape.

12. In the Industrial, Corporate Business Park and Institutional/Research Park designations, surface parking for employees should be located in the rear or side yard. Only very limited parking, such as visitor parking may be permitted in the front yard.

Comment [MA40]: Moved from Chapter 9 Land Use parking policies for the Industrial, Corporate Business Park and Institutional/Research Park designation.

13. Surface parking areas are encouraged to be designed to support redevelopment and retrofitting and to enable the transition to structured or underground parking as site development evolves.

Comment [MA41]: New as per comments from Ministry of Infrastructure (MOI).

8.13 Access, Circulation, Loading and Storage Areas

1. Shared driveways are encouraged for employment, commercial and mixed-use sites to reduce access points and reduce conflicts with pedestrians.
2. Major driveway entrances to large employment, commercial and mixed-use sites should be defined by landscaping on either side of the driveway and/or by landscaped medians.
3. Private roads and internal driveways required for site circulation shall be designed like streets that are comfortable for pedestrians, cyclists and vehicles. They should be physically defined by raised curbs and, where appropriate, landscaped where they intersect with a parking area or driveway. Internal driveways or roads will be used to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement. Internal driveways will be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network.
4. Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems.
5. Pedestrian systems shall incorporate landscaping, pedestrian scale lighting and be defined by distinct materials and/or raised walkways.

8. *Development* shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.
9. Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.
10. The *development* addresses public safety, identified *public views* and accessibility to open space, parks, trails and the *Natural Heritage System*, where applicable.
11. The conservation and integration of *cultural heritage resources*, including identified key *public views* can be achieved subject to the provisions of the *Cultural Heritage Resources* Section of this Plan.

9.3.1.2 Non-Residential Uses in Residential Designations

1. Within the residential designations of this Plan, a variety of small-scale ~~institutional~~ non-residential uses may be permitted that are complementary to and serve the needs of residential neighbourhoods. Such non-residential uses include:
 - i) schools;
 - ii) places of worship;
 - iii) *child care centres*;
 - iv) municipal open space, parks, trails and recreation facilities; and
 - v) *convenience commercial* uses limited to a maximum gross floor area of 400 square metres on a property.
2. Non-residential uses shall be developed in a manner that is *compatible* with adjoining residential properties and which preserves the amenities of the residential neighbourhood.
3. In addition to the Urban Design policies of this Plan, non-residential uses shall:
 - i) be located on an arterial or collector road;
 - ii) be located on the property in a manner which minimizes the impact of traffic, noise, signs and lighting on adjoining residential properties;
 - iii) have adequate landscaping and screening to promote *compatibility* with adjacent activities;
 - iv) have sufficient off-street parking, circulation and access points; and
 - v) have adequate municipal services.

9.3.1.3 Schools

1. Potential school sites are identified by the local school boards and are shown by symbol on Schedule 2 where applicable. The location of proposed schools will be subject to the following provisions:
 - i) the symbols used to identify potential school sites do not represent a specific land use designation or location;
 - ii) minor shifts in location may occur without amendment to this Plan;
 - iii) ~~the symbol does not represent a commitment by a local school board to construct a school facility. The actual construction of a school is subject to capital funding approvals by the School Boards;~~
 - iv) the determination of whether a school site is required, its exact location and land area shall generally be determined as part of the City's draft plan of subdivision approval process; and
 - v) where it is determined that a school is not required, the underlying land use designation will apply, without amendment to this Plan.

Comment [MA43]: Delete as per verbal comment from UGDSB; Second sentence is operational in nature and does not reflect how decisions about school construction are made.

Comment [MA44]: Add "generally" because school sites may be identified through other processes or simply through site acquisition.

9.3.2 Low Density Residential

This designation applies to residential areas within the *built-up area* of the City which are currently predominantly low-density in character. The predominant land use in this designation shall be residential.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) detached, semi-detached and duplex dwellings; and
 - ii) multiple unit residential buildings, such as townhouses and apartments.

Height and Density

The *built-up area* is intended to provide for *development* that is *compatible* with existing neighbourhoods while also accommodating appropriate *intensification* to meet the overall *intensification target* for the *built-up area* as set out in Chapter 3. The following height and density policies apply within this designation:

2. The maximum height shall be three (3) storeys.
3. The maximum *net density* is 35 units per hectare and not less than a minimum *net density* of 15 units per hectare.

4. Notwithstanding policies 9.3.2.2 and 9.3.2.3, increased height and density may be permitted for *development* proposals on arterial and collector roads without an amendment to this Plan up to a maximum height of six (6) storeys and a maximum *net density* of 100 units per hectare in accordance with the Height and Density Bonus policies of this Plan.

9.3.3 Low Density Greenfield Residential

This designation applies to residential areas within the *greenfield area* of the City. The *greenfield area* is planned to achieve an overall minimum *density target* of 50 persons and jobs per hectare.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) detached, semi-detached and duplex dwellings; and
 - ii) multiple unit residential buildings, such as townhouses and apartments.

Height and Density

To allow for flexibility and to contribute toward the achievement of the overall minimum *density target* of 50 persons and jobs per hectare for the *greenfield area*, the following height and density policies apply.

2. The maximum height shall be six (6) storeys.
3. The maximum *net density* is 60 units per hectare and not less than a minimum *net density* of 20 units per hectare.

4. Notwithstanding policy 9.3.3.3, increased density may be permitted for *development* proposals on arterial and collector roads without an amendment to this Plan up to a maximum *net density* of 100 units per hectare in accordance with the Height and Density Bonus policies of this Plan.

Comment [MA45]: Revision to include bonusing policy in the Low Density Greenfield designation. Policy was unintentionally not included in the January 30, 2012 draft.

9.3.4 Medium Density Residential

The use of land within the Medium Density Residential Designation will be medium density housing forms.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) multiple unit residential buildings, such as townhouses and

apartments.

Height and Density

2. The minimum height is two (2) storeys and the maximum height is six (6) storeys.
3. The maximum *net density* is 100 units per hectare and not less than a minimum *net density* of 35 units per hectare.
4. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

Parking

- ~~5. Structured and/or underground parking is encouraged.~~

Comment [MA46]: Delete. Parking policies are included in Chapter 8: Urban Design, this policy is repetitive.

9.3.5 High Density Residential

The predominant use of land within the High Density Residential Designation shall be high density multiple unit residential building forms.

Permitted Uses

1. The following uses may be permitted subject to the applicable provisions of this Plan:
 - i) multiple unit residential buildings generally in the form of apartments.

Height and Density

2. The minimum height is three (3) storeys and the maximum height is ten (10) storeys
3. The maximum *net density* is 150 units per hectare and not less than a minimum *net density* of 100 units per hectare.
4. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

Parking

- ~~5. Structured and/or underground parking is strongly encouraged.~~

Comment [MA47]: Delete. Parking policies are included in Chapter 8: Urban Design, this policy is repetitive.

9.4 Commercial and Mixed-use Designations

The Commercial and Mixed-use designations are intended to provide a range of uses to meet the needs of daily living. The commercial policies of this Plan are supportive of the dispersal of commercial uses throughout the City while discouraging the creation of strip development. Commercial centres are intended to be *transit-supportive* developments linked to surrounding neighbourhoods by

compromised.

4. A Market Impact Study shall include:
 - i) an assessment of the current market situation and the future potential for the expansion of retail facilities in light of projected population and employment growth;
 - ii) an evaluation of the economic feasibility of the proposal on the basis of current market demand or retail market opportunity;
 - iii) an indication of the scale of any adverse affects on the economic viability of Downtown, the key functions that contribute to Downtown's overall vitality and on any existing or planned designated commercial or mixed-use lands provided for in this Plan; and
 - iv) an assessment of the implications of the proposal relative to the City's approved Commercial Policy Review Study and the objectives and implementing policies of this Plan.
5. The City may retain, at the applicant's expense, a qualified consultant to provide professional assistance to the City in determining the terms of reference for a Market Impact Study and/or to provide a peer review of the applicant's submission.

9.4.2 Community Mixed-use Centre

The following Community Mixed-use Centres are designated on Schedule 2:

- Woodlawn/Woolwich
- Paisley/Imperial
- Watson/Starwood
- Gordon/Clair
- Silvercreek Junction

Objectives

- a) To promote Community Mixed-use Centres as areas that support a mix of uses including concentrations of commercial, residential and complementary uses serving the immediate neighbourhood and the wider community.

~~b) To realize in the long term an urban village concept through a mix of uses, in a compact urban form with a main street experience and attractive private and public open spaces, such as urban squares.~~

Comment [MA48]: Move to Section 3.1.1, in response to comments, the long term evolution is for the overall "Node" including its various land use designations and not specific to the "Community Mixed-use Centre".

Policies

1. The Community Mixed-use Centres identified on Schedule 2 of this Plan are comprised of one or several individual developments on one or more properties on both sides of an intersection of

Comment [MA49]: Revision to correct terminology.

major roads with ~~in the designation a node~~. These areas are intended to serve both the needs of residents living and working in nearby neighbourhoods and employment districts and the wider City as a whole.

2. The intent of the Community Mixed-use Centre designation is to create a well defined focal point and to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs at one location. Implementing *Zoning By-laws* may include mechanisms, such as minimum height and density requirements and maximum parking standards, to promote the efficient use of the land base.
3. *Development* will be comprehensively planned and integrated with the overall Community Mixed-use Node and in accordance with any applicable concept plans or urban design studies as per the policies of Section 3.11.

4. ~~Where Residential uses are intended to be incorporated into Community Mixed-use Centres, they are intended to be developed as through the development of mixed-use buildings or medium or high density housing multiple-unit residential buildings.~~

Comment [MA50]: Revisions to respond to comments. Concern that wording implied that residential was required in the designation. Intent is that they are a permitted use and these are the forms in which residential would be permitted.

5. Properties within the Community Mixed-use Centre will be integrated through internal access roads, entrances from public streets, access to common parking areas, open space, grading and stormwater management systems. Furthermore, it is intended that individual developments within the Community Mixed-use Centre will be designed to be integrated into the wider community by footpaths, sidewalks and bicycle systems and by the placement of smaller buildings amenable to the provision of local goods and services in close proximity to the street line near transit facilities.

6. Community Mixed-use Centres are strongly encouraged to incorporate Main Street type development in strategic locations. ~~Main Street areas, as identified through concept plans as per Section 3.11, and~~ will be planned and designed to reflect the following:

Comment [MA51]: Modification to wording to provide clarity that this policy is specific to identified Main Street areas.

- i) multi-storey buildings fronting onto the main street;
- ii) ground floor retail and service uses are strongly encouraged;
- iii) office uses at ground floor should be limited;
- iv) residential uses should be provided primarily above commercial uses in addition to some free-standing residential buildings;
- v) ~~rhythm and spacing of building entrances and appropriately sized the width of storefronts should be limited~~ to encourage pedestrian activity ~~along the street~~;

Comment [MA52]: Revision to provide clarity intent and provide consistency between this policy and related policy for Mixed-use Corridors.

- vi) urban squares, where appropriate; and
- vii) on-street parking.

~~7.~~ Large free-standing buildings should be integrated with smaller-scale stores to create a Main Street-type environment or located on peripheral sites within the designation, which are directly linked to the Main Street.

Comment [MA53]: Moved up from 9.4.2.16

~~8.7.~~ The City will require the aesthetic character of site and building design to be consistent with the Urban Design policies of this Plan and any applicable urban design guidelines while recognizing the unique context of individual Community Mixed-use centres. ~~and shall incorporate~~ Measures may be incorporated into development approvals to ensure consistency.

Comment [MA54]: Revision based on comments related to recognizing the unique circumstances of each CMUC.

~~9.~~ New streets parallel and adjacent to arterial or collector roads are prohibited.

Comment [MA55]: Delete, intent covered by policies in 8.12 and 8.13.

~~9.~~ The Zoning By-law may establish the maximum length of frontage along arterial roads that may be used for surface parking. This provision may provide different standards for various land uses with the most restrictive standard applying to Main Street type development.

Comment [MA56]: Move to Chapter 8: Urban Design, Section 8.12 Parking

~~9.10.~~ The boundaries of the Community Mixed-use Centre designation are intended to clearly distinguish the ~~node~~ Community Mixed-use Centre as a distinct entity from adjacent land use designations. Proposals to expand a Community Mixed-use Centre beyond these boundaries or to establish a new Community Mixed-use Centre ~~node~~ shall require an Official Plan Amendment supported by a Market Impact Study in accordance with the policies of this Plan.

Comment [MA57]: Revision to correct terminology. The term "node" was in reference to the former name of this land use designation.

~~10.11.~~ *Development* within the Community Mixed-use Centre designation is subject to the policies of Section 3.11 of this Plan.

Permitted Uses

~~11.2.~~ The following uses may be permitted in Community Mixed-use Centres, subject to the applicable provisions of this Plan:

- i) commercial, retail and service uses;
- ii) *live/work* uses;
- iii) small-scale professional and medically related offices;
- iv) entertainment and recreational commercial uses;
- v) community services and facilities;
- vi) cultural, educational and institutional uses;
- vii) hotels;
- viii) medium and high density multiple unit residential ~~buildings;~~ and
- ix) urban squares and open space.

Comment [MA58]: Revision to correct residential permissions. Density is covered under a separate policy in this section.

123. Vehicle repair and vehicle service stations shall only be permitted as accessory uses.

134. The permitted uses can be mixed vertically within a building or horizontally within multiple-unit buildings or may be provided in free-standing individual buildings. Where an individual development incorporates a single use building in excess of 5,575 square metres (60,000 sq. ft) of *gross floor area*, the site shall also be designed to provide the opportunity for smaller buildings amenable to the provision of local goods and services to be located near intersections and immediately adjacent to the street line near transit facilities. These smaller buildings shall comprise a minimum of 10% of the total *gross floor area* within the overall development.

145. No individual Community Mixed-use Centre shall have more than four (4) freestanding individual retail uses exceeding 5,575 square metres (60,000 sq. ft) of *gross floor area*.

165. Large free-standing buildings should be integrated with smaller-scale stores to create a Main Street-type environment or located on peripheral sites within the designation, which are directly linked to the Main Street.

Height and Density

167. The Community Mixed-use Centres incorporate land containing existing uses as well as vacant land required to meet the identified needs of the City. To promote a mixture of land uses within each Community Mixed-use Centre, retail development will be limited to the following total *gross floor area* cumulatively of all buildings within the designation:

Mixed-use Centre	Total Gross Floor Area
Gordon/Clair	48,500 sq. m
Woodlawn/Woolwich	56,000 sq. m
Paisley/Imperial	52,000 sq. m
Watson Parkway/Starwood	28,000 sq. m
Silvercreek Junction	22,760 sq. m

178. ~~The minimum height is two (2) storeys for buildings fronting onto arterial and collector roads and identified main streets and the maximum height is ten (10) storeys.~~

Comment [MA59]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

189. For freestanding residential *development*, the maximum *net density* is 150 units per hectare and the minimum *net density* is 100 units per hectare.

1920. Additional building height and density may be considered subject to the Height and Density Bonus provisions of this Plan.

Parking

- ~~21. Underground or structured parking is encouraged.~~
- ~~22. Surface parking should generally be minimized, well landscaped and is subject to the Urban Design policies of this Plan.~~

Comment [MA60]: Delete, Covered by Chapter 8: Urban Design, 8.12 Parking policies

9.4.3 Mixed-use Corridor

The Mixed-use Corridor designation is intended to serve both the needs of residents living and working on-site, in nearby neighbourhoods and employment districts and the wider City as a whole.

The following Mixed-use Corridors are designated on Schedule 2:

- Silvercreek Parkway Mixed-use Corridor
- Eramosa Mixed-use Corridor
- Stone Road Mixed-use Corridor.

Objectives

- a) To promote the continued economic viability, intensification, diversity of uses and revitalization of the Mixed-use Corridor.
- b) To promote a distinctive and high standard of buildings and landscape design for Mixed-use Corridors.
- c) To ensure that the development of Mixed-use Corridors occurs in a cohesive, complementary and coordinated manner.

Policies

1. The Mixed-use Corridor designation promotes the *intensification* and revitalization of existing well-defined commercial corridors to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs and residential use at one location. Implementing *Zoning By-laws* may include mechanisms such as minimum density requirements, heights and maximum parking standards to promote the efficient use of the land base.
2. Where new *development* occurs within the corridor, adjacent lands will be integrated with one another in terms of internal access roads, entrances from public streets, access to common parking areas, grading, open space and urban squares and stormwater management systems.
3. Furthermore, individual *developments* within the Mixed-use Corridor will be designed to be integrated into the wider community by footpaths, sidewalks and the Bicycle Network and by the placement of multi-storey buildings amenable to the

provision of local goods and services in close proximity to the street line near transit facilities.

4. *Development* within the Mixed-use Corridor will address the adjacent arterial or collector road and will be planned and designed to:
 - i) front multi-storey buildings onto arterial or collector roads;
 - ii) provide for ground floor retail and service uses; and
 - iii) provide for a rhythm and spacing of building entrances and appropriately sized store fronts to encourage pedestrian activity.
5. The City will require the aesthetic character of site and building design to be consistent with the Urban Design policies of this Plan and shall incorporate measures into the approval of *Zoning by-laws* and Site Plans used to regulate development within the Mixed-use Corridor designation to ensure such consistency.
6. The boundaries of the Mixed-use Corridor designation are intended to clearly distinguish the area as a distinct entity from adjacent land use designations. Proposals to expand a Mixed-use Corridor beyond these boundaries shall require an Official Plan Amendment supported by [a Market Impact Study](#).

Permitted Uses

7. The following uses may be permitted in the Mixed-use Corridor designation, subject to the applicable provisions of this Plan:
 - i) commercial, retail and service uses;
 - ii) office;
 - iii) entertainment and recreational commercial uses;
 - iv) cultural and educational uses;
 - v) institutional uses;
 - vi) hotels;
 - vii) *live/work*;
 - viii) medium and high density multiple unit residential buildings and apartments; and
 - ix) urban squares and open space.
8. The permitted uses can be mixed vertically within a building or horizontally within multiple-unit mall buildings or may be provided in free-standing individual buildings. Where an individual development incorporates a single use building in excess of 5,575 square metres (60,000 sq. ft.) of *gross floor area*, the site shall also be designed to provide the opportunity for smaller buildings amenable to the provision of local goods and services to be located near intersections and immediately adjacent to the street line near transit facilities. These smaller buildings shall comprise a minimum of 10% of the total *gross floor area* within the overall development.

Height and Density

- ~~9. The minimum height is two (2) storeys for buildings fronting onto arterial and collector roads and t~~
The maximum height is six (6) storeys.
10. For freestanding residential *development*, the maximum *net density* is 150 units per hectare and the minimum *net density* is 100 units per hectare.
11. Additional height and density may be permitted subject to the Height and Density Bonus provisions of this Plan.

Comment [MA61]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

Parking

- ~~12. Underground or structured parking is encouraged.~~
- ~~13. Surface parking should generally be minimized, well landscaped and is subject to the Urban Design policies of this Plan.~~

Comment [MA62]: Delete, Covered by Chapter 8: Urban Design, 8.12 Parking policies

9.4.4 Neighbourhood Commercial Centre

Neighbourhood Commercial Centres are identified on Schedule 2 of this Plan.

Objectives

- a) To establish local convenience and neighbourhood commercial uses within a convenient walking distance of residential areas.
- b) To ensure Neighbourhood Commercial Centres are developed in a cohesive and coordinated manner that is *compatible* with the surrounding residential neighbourhood.
- c) To primarily serve the shopping needs of residents living and working in nearby neighbourhoods and employment districts.
- d) To be connected to surrounding neighbourhoods through the City's pedestrian trails, walkways and by transit.

Policies

1. The Neighbourhood Commercial Centre designations on Schedule 2 recognize the existing centres within the City and identify the general location of new Neighbourhood Commercial Centres.
2. To prevent the creation of strip commercial development comprising a series of Neighbourhood Commercial Centres located adjacent to one another along a major street, it is the general requirement of this Plan that designated Neighbourhood Commercial Centres have a minimum distance separation from

one another of 500 metres.

3. This Plan intends that a Neighbourhood Commercial Centre shall not be extended or enlarged to provide more than 4,650 square metres (50,000 square feet) of *gross floor area*.
4. Notwithstanding policy 9.4.4.3, the existing Neighbourhood Commercial Centres listed below will be permitted to provide a maximum of 10,000 square metres (108,000 square feet) of *gross floor area*:
 - Speedvale Avenue at Stevenson Street
 - Victoria Road at Grange Street
 - Victoria Road at York Road
 - Kortright Road at Edinburgh Road
 - Harvard Road at Gordon Street
 - Kortright Road at Gordon Street
 - Wellington Road at Imperial Road.
5. A Neighbourhood Commercial Centre as listed in policy 9.4.4.4 shall only be extended or enlarged to provide more than 10,000 square metres (108,000 square feet) of *gross floor area* by amendment to this Plan and shall require a Market Impact Study.
6. The maximum *gross floor area* of an individual retail use within a Neighbourhood Commercial Centre shall be 3,250 square metres (35,000 square feet).
7. The City will require the aesthetic character of site and building design to conform to the Urban Design policies of this Plan and applicable guidelines, and will incorporate measures into the approval of *Zoning By-laws* and *Site Plans* to ensure conformity.
8. Where new *development* occurs within a Neighbourhood Commercial Centre, adjacent lands will be integrated in terms of internal access roads, entrances from public streets, access to common parking areas, open space, urban squares, grading and stormwater management systems.
9. *Development* within the Neighbourhood Commercial Centre designation will be designed to be connected to the wider community by footpaths, sidewalks and bicycle systems and by the placement of buildings in close proximity to the street line near transit facilities.

~~10. The *Zoning By-law* may establish the maximum amount of frontage along arterial roads that may be used for surface parking.~~

Comment [MA63]: Delete, policy incorporated into Chapter 8: Urban Design, 8.12 Parking policies.

- 10+. Applications for the purpose of establishing or expanding a Neighbourhood Commercial Centre designation will be required to satisfy the following criteria:

- i) located with direct access to an arterial or collector road, preferably at an arterial or collector road intersection;
- ii) the location will contribute to the creation of a compact, well-defined node oriented to a major intersection and does not promote the creation of 'strip commercial' development along a major street;
- iii) designed in a manner that is *compatible* with the building design and use of surrounding properties;
- iv) the location shall minimize the impact of traffic, noise, signs and lighting on adjacent residential areas;
- v) adequate site area will be provided for parking, loading and all other required facilities; and
- vi) adequate landscaping, screening and buffering will be provided to preserve the amenities and appearance of surrounding properties.

Permitted Uses

112. The following uses may be permitted in Neighbourhood Commercial Centres, subject to the applicable provisions of this Plan:

- i) commercial, retail and service uses;
- ii) small-scale offices;
- iii) community services and facilities;
- iv) *live/work*;
- v) ~~medium density~~ multiple unit residential within mixed-use buildings; and
- vi) urban squares.

Comment [MA64]: Revision, intent is that residential would only be permitted in mixed-use buildings, not as freestanding residential.

132. Vehicle sales and vehicle repair uses shall not be permitted.

143. *Development* will be planned and designed to maintain the principle commercial function through the following:

- i) commercial, retail and office uses situated on the ground floor; and
- ii) residential uses only provided on upper floors.

Height and Density

14. ~~The minimum height is two (2) storeys for buildings fronting onto arterial and collector roads and t~~he maximum height is six (6) storeys.

Comment [MA65]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

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15. Additional building height and density may be considered subject to the Height and Density Bonus provisions of this Plan.

Comment [MA66]: Delete, Covered by Chapter 8: Urban Design, 8.12 Parking policies

Parking

~~16. Underground or structured parking is encouraged.~~

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~~18. Surface parking should generally be minimized, well landscaped and is subject to the Urban Design policies of this Plan.~~

9.4.5 Service Commercial

Objectives

- a) To ensure an adequate supply of *service commercial* uses throughout the City at appropriate locations.
- b) To concentrate highway-oriented and *service commercial* uses within well-defined designated areas, generally along arterial roads.
- c) To discourage the creation of new strip *service commercial development*.
- d) To promote a high standard of building and landscape design for *service commercial* uses and to ensure that pedestrian and vehicular circulation do not conflict.

Policies

1. The Service Commercial designation on Schedule 2 of this Plan is intended to provide a location for highway-oriented and *service commercial* uses that do not normally locate within Downtown because of site area or highway exposure needs and which may include commercial uses of an intensive nature that can conflict with residential land uses.
2. To promote continued commercial viability of Downtown and planned Mixed-use and Commercial areas, the City will limit the range of *retail commercial* uses that may locate within the Service Commercial designation.
3. *Development* proposals within Service Commercial designations will be considered only in instances, where adequate vehicular access, off-street parking and all municipal services can be provided.
4. In some circumstances *development* may not necessarily be provided with direct access to arterial roads. The City shall encourage integration between adjacent *service commercial* uses in terms of entrances to public streets, internal access roads, common parking areas, grading, open space, stormwater management systems and municipal *infrastructure* provision where feasible.
5. The City will require the aesthetic character of site and building design to conform to the Urban Design policies of this Plan and applicable guidelines and will incorporate measures into the

approval of *Zoning By-laws* and Site Plans to ensure conformity.

6. This Plan will promote the retention of *service commercial* uses within the well-defined areas as identified on Schedule 2 by:
 - i) discouraging the further establishment of new commercial strips and the conversion of lands, located outside of those areas designated Service Commercial on Schedule 2 to commercial use; and
 - ii) promoting the retention of Service Commercial designations along only one side of arterial roads in the City.
7. Where *service commercial* uses are adjacent to designated residential areas, design mechanisms, including those outlined in the Urban Design policies of this Plan shall be applied to reduce potential incompatibilities. These design mechanisms may be specified in the implementing *Zoning By-law* and Site Plans and may include building location, buffering, screening and landscaping requirements.

Permitted Uses

8. The following uses may be permitted within the Service Commercial designation subject to the applicable provisions of this Plan:
 - i) *service commercial* uses;
 - ii) complementary uses such as small-scale offices, convenience uses, institutional and commercial recreation or entertainment uses.
9. Complementary uses may be permitted provided they do not interfere with the overall form, function and development of the specific area for *service commercial* purposes.

~~Height and Density~~

- ~~10. Development of a minimum height of two (2) storeys is strongly encouraged.~~

Comment [MA67]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

9.4.6 Mixed Office/Commercial

Objectives

- a) To allow for a variety of freestanding small-scale commercial, office, residential or mixed-use buildings.
- b) To ensure that a *compatible* transition in built-form is provided between uses in this designation and surrounding residential properties.
- c) To allow for a range of *compatible* business uses adjacent to

residential areas.

- d) To promote the continued use, revitalization and *intensification* of these areas for a mix of uses.

Policies

1. The Mixed Office/Commercial designation as identified on Schedule 2 defines areas where a variety of small-scale commercial, office and mixed-uses including residential may be permitted.
2. While a variety of commercial uses may be permitted by the Mixed Office/Commercial designation, office, *convenience commercial*, *retail commercial* and personal service uses that serve the needs of the surrounding neighbourhoods are specifically promoted.
3. Commercial buildings incorporating *residential units*, either above or behind the ground floor commercial space or freestanding residential buildings are encouraged.
4. The Mixed/Office Commercial designation located peripheral to Downtown includes a variety of small-scale commercial and office operations or mixed commercial-residential uses. This Plan promotes the continued use and revitalization of these distinctive areas.
5. New commercial, office or mixed-use *development* within the Mixed Office/Commercial designation will be subject to the following criteria:
 - i) building design should have a street orientation, promote continuity in the streetscape and adhere to the Urban Design policies of this Plan;
 - ii) building, property and ancillary structures are designed to be *compatible* with surrounding properties in terms of form, massing, appearance and orientation;
 - iii) adequate parking, loading and access are provided; and
 - iv) adequate municipal services are provided.

Permitted Uses

6. The following uses may be permitted within the Mixed Office/Commercial designation subject to the applicable provisions of this Plan:
 - i) *convenience commercial* and small-scale *retail commercial*;
 - ii) small-scale office;
 - iii) personal service; and
 - iv) detached, semi-detached, townhouses and apartments.

Height and Density

7. The maximum height is four (4) storeys.
8. Residential *development* may be permitted to a maximum *net density* of 100 units per hectare.
9. Increased height and density may be permitted in accordance with the Height and Density Bonus policies of this Plan.

9.5 Employment Designations

The Employment policies apply to the following four designations on Schedule 2:

- Industrial
- Corporate Business Park
- Institutional Research Park
- Mixed Business

The employment lands on Schedule 2 provide an adequate supply and diversity of employment opportunities to the year 2031. To ensure adequate land continues to be available to meet future employment needs, *conversion* of designated employment lands to other uses may only be permitted in accordance with the policies of Section 3.14 of this Plan.

Objectives

The following objectives apply to all Employment designations.

- a) To ensure that necessary *infrastructure* is provided to meet current and future employment needs, when required.
- b) To ensure all *employment areas* are accessible and well served by transit, trails and sidewalks.
- c) To require high urban design standards in accordance with the Urban Design policies of the Plan, particularly adjacent to arterial and collector roads and provincial highways.
- d) To encourage renewable and alternative energy, *district energy* and to achieve conservation or efficiencies of energy and water within and between employment uses and, where possible, surrounding land uses.
- e) To increase the overall density of jobs and promote efficient use of land through compact built form, increased height and reduced building footprints.
- f) To support a range and mix of employment uses that will contribute to ensure higher employment densities are and achieved in the greenfield area in order to contribute to the achievement of the minimum overall *density target* of 50 persons and jobs per hectare in the greenfield area.

Comment [MA68]: Revision to provide clarity.

9.5.1 General Policies

The following general policies apply to all Employment designations.

1. Industries which require high volumes of water use should demonstrate through a Water Conservation Efficiency Study that water consumption will be reduced through on-site processing or recycling.
2. The *Zoning By-law* may restrict industries which require high volumes of water use to protect service capacity needs of planned growth.
3. The pattern and design of streets and sidewalks should facilitate accessibility, walking, cycling and transit use and should be connected within and outside the *employment areas*.
4. Where employment uses are adjacent to designated residential uses, design mechanisms, including those outlined in the Urban Design policies of this Plan shall apply to reduce potential land use incompatibilities.
5. Where residual heat, energy or water is produced in an employment process, it is encouraged to be reused on site or off site in conjunction with other land uses or through existing or planned *district energy* systems.
6. *Development* along the Hanlon Expressway ([Highway 6](#)) and at gateways to the City will be developed in accordance with the Urban Design policies of this Plan and area specific guidelines that may be prepared from time to time.

9.5.2 Industrial

Objectives

- a) To ensure sufficient serviced industrial land is available to attract a diversified range of industrial uses.
- b) To ensure the efficient use of existing industrial land and promote *redevelopment* of under-used or *brownfield sites*.
- c) To promote and provide for the needs of, and facilitate the establishment of small-scale industries, incubator-type establishments and the expansion of existing industries.
- d) To promote and implement high urban design standards and landscaping to ensure attractive industrial *developments*.
- e) To prevent the establishment of offensive trades and nuisances that will hinder the orderly development of the community and be detrimental to the environment.

Policies

1. To ensure an adequate supply and variety of serviced industrial land is available to meet the requirements of industrial development the City may:
 - i) purchase, develop, and market lands for industrial use; and
 - ii) provide for industrial designations in the various geographic locations of Guelph to minimize journey to-work trips and create a diversified economy.

2. To encourage the *development* of attractive industrial areas, and to preserve sites along arterial roads for those industries that desire or require visibility, the City will:
 - i) direct such uses as contractors' yards, repair and servicing operations, transportation terminals and utility yards to locate along local or collector roads that are not located within an *industrial park*;
 - ii) maintain higher development standards along arterial roads or within an *industrial park* for such matters as: parking, loading areas, outside storage, landscaping, buffer strips and setback requirements; and
 - iii) recognize a variety of categories of industrial zones in the *Zoning By-law*.

- ~~3.~~ ~~Warehousing and indoor bulk storage of goods will primarily be directed to locate on industrially designated lands within the built-up area where there is convenient access to the Hanlon Expressway or rail lines.~~

43. Land designated Industrial south of Clair Road West on Schedule 2 of this Plan shall generally be characterized by larger, free standing industrial buildings displaying appropriate design standards and sensitivity to natural setting and existing adjacent uses.

54. Where industrial and residential or other *sensitive land uses* are proposed in proximity to one another, the City shall use Ministry of the Environment guidelines to require appropriate planning/land use regulatory measures that will promote *compatibility* between these two land use types. Measures that can assist in creating *compatible* environmental conditions for these basic land uses may include, but not be limited to the requirement for minimum separation distances, sound proofing measures, and odour and particulate capture devices.

65. Industrial land within the Hanlon Creek Business Park (lands located to the west of the Hanlon Expressway and in proximity to Laird Road) will be subject to the following land use *compatibility* considerations. Where a *development* application is proposed

Comment [MA69]: Policy moved to Section 3.14 Employment Lands and wording modified.

which would permit industrial and residential (or other sensitive uses) to be located in proximity to one another and may have an adverse effect, the City may require that one or more of the following measures be used to promote land use *compatibility*:

- i) Ministry of the Environment Guidelines will be applied to ensure adequate separation distances;
- ii) a Noise Impact Study may be required, in compliance with the Ministry of the Environment Guidelines and prepared by a recognized acoustical consultant. This study will be prepared to the satisfaction of the City. Where appropriate, noise mitigation measures and warning clauses will be included in the recommendations;
- iii) appropriate conditions of *development* approval be imposed to mitigate identified *compatibility* issues;
- iv) appropriate regulations be included in the implementing *Zoning By-law*. These regulations may include but are not limited to, minimum building setbacks, maximum building heights, loading space locations, waste, refuse and composting facility locations, outdoor storage locations, requirements for buffer strips, fencing and berms; and
- v) impose a Holding Zone to ensure that conditions encouraging land use *compatibility* are implemented.

76. Attractiveness and consistency of image are of prime importance for the built form in gateway locations which are highly visible and adjacent to the Hanlon Expressway. In this regard the City may prepare specific urban design guidelines to provide direction with respect to design principles for *development* in this area.

87. Generally, the following *development* criteria are applicable to lands designated industrial adjacent to the Hanlon Expressway:

- i) building elements and/or landscaping should be used to screen views to parking and loading areas; and
- ii) outdoor storage shall not be visible from the Hanlon Expressway.

98. Vertical warehousing, second floor offices and other related uses above the first storey are encouraged to reduce land consumption and increase the number of jobs per hectare, particularly in the *greenfield area*.

109. Within areas designated Industrial on Schedule 2 of this Plan, there are a number of properties that have existing zoning, which permits a variety of commercially oriented uses. Although the presence of these commercial uses is not in keeping with the policies of this Plan, the City will recognize these existing uses in the *Zoning By-law*.

110. Legally existing industrial establishments not located within areas designated Industrial on Schedule 2 of this Plan shall be

recognized as legal conforming uses, subject to the zoning provisions in effect at the time of passing of this Plan. When these industries require expansion or the site is to be redeveloped for another land use activity, these industrial establishments will be encouraged to relocate into one of the designated industrial areas of the City.

Permitted Uses

- ~~4211.~~ The following uses may be permitted within the Industrial designation subject to the applicable provisions of this Plan:
- i) industrial uses, including the manufacturing, fabricating, processing, assembly and packaging of goods, foods and raw materials;
 - ii) warehousing and bulk storage of goods;
 - iii) laboratories;
 - iv) computer and data processing;
 - v) research and development facilities;
 - vi) printing, publishing and broadcasting facilities;
 - vii) repair and servicing operations;
 - viii) transportation terminals;
 - ix) contractors' yards; and
 - x) complementary uses (such as corporate offices, open space and recreation facilities, restaurants, financial institutions, *child care centres*, public and institutional uses and utilities) which do not detract from, and are *compatible* with, the development and operation of industrial uses.
- ~~4312.~~ Complementary uses may be permitted within the Industrial designation by a *Zoning By-law* amendment.
- ~~4413.~~ Commercial uses will not be permitted within the Industrial designation.
- ~~4514.~~ Factory sales outlets may be permitted as an accessory use provided only those items that are substantially manufactured or assembled on site are sold. The sales outlet must be entirely located on the site on which the items for sale are manufactured or assembled.

Height and Density

- ~~16.~~ A minimum height of 2 storeys is encouraged.
- ~~17.~~ The City shall plan to achieve an average density of 36 jobs per hectare on lands designated Industrial in the *greenfield area*.
- ~~18.~~ Development with densities of 36 jobs per hectare or more are highly encouraged to locate within the *greenfield area*.

Comment [MA70]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

Comment [MA71]: Move, these policies have been modified and are now included in Section 3.14 Employment Lands

Parking

~~19. Surface parking should generally be minimized, and is subject to the Urban Design policies of this Plan.~~

Comment [MA72]: Delete, Covered by Chapter 8: Urban Design, 8.12 Parking policies

9.5.3 Corporate Business Park

Objectives

- a) To provide lands which can be used for office, administrative and/or research and development facilities.
- b) To permit a limited range of commercial uses that serve employment uses.
- c) To outline *development* criteria that will promote the sensitive integration of corporate business uses at the gateways to Guelph.
- d) To ensure that *development* is sensitive to adjacent *Natural Heritage System* and designated residential areas.
- e) To require high urban design standards to ensure attractive and consistent built form.
- f) To encourage the use of renewable and alternative energy within Corporate Business Parks.

Policies

1. The Corporate Business Park designation on Schedule 2 of this Plan is intended to provide areas where employment opportunities can be provided in the “knowledge-based” technology field.
2. High standards of urban design and built form will be required for *development* proposals within the Corporate Business Park designation, which shall recognize and address:
 - i) the prominence of the Corporate Business Park in association with the southern gateway locations to Guelph;
 - ii) the environmental sensitivity of *natural heritage features* that are found in proximity to the Corporate Business Park lands; and
 - iii) the need to promote *compatibility* in land use and design between the Corporate Business Park lands and residential uses in the south end of Guelph.
3. *Development* proposals within the Corporate Business Park designation will be subject to the Urban Design policies of this Plan including gateway policies.
4. Buildings should have a consistent setback from the public right-

of-way to create an attractive and consistent streetscape. The implementation of this provision is particularly applicable along arterial and collector roads.

5. Building elements and/or landscaping should be used to screen views to parking and loading areas facing a public street.
6. Where Corporate Business Park and residential uses are in proximity to one another, the City shall require appropriate planning/land use controls to enhance *compatibility* between these land use types in accordance with the Ministry of the Environment guidelines. Measures that can assist in enhancing *compatibility* include but are not limited to minimum separation distances, sound proofing, odour and particulate control, landscaping and berming. Such measures will be implemented through means of the *Zoning By-law*, *Site Plan Control*, and/or the use of urban design guidelines.
7. Corporate Business Park designated land west of the Hanlon Expressway has a high level of visibility from the Hanlon Expressway. By virtue of its visual prominence, excellent access, proximity to Highway 401, and distinctive natural setting, *development* of this area should occur in a manner which establishes a park or campus like setting with extensive landscaping and a high standard of urban design in accordance with the following provision:
 - i) architectural detail, building massing, landscaping and site design shall collectively result in establishing an attractive entrance or gateway feature for the City in this location. Design and building control shall also be used to maintain sensitivity to nearby designated residential or natural areas. In this regard the City may prepare specific urban design guidelines to provide direction with respect to design principles.
8. Corporate Business Park designated land east of the Hanlon Expressway has a high level of visibility from Gordon Street. By virtue of its visual exposure and access to Gordon Street, proximity to Highway 401, and distinctive natural setting, *development* of this area should occur in a manner which establishes a park or campus like setting with extensive landscaping and a high standard of urban design in accordance with the following provision:
 - i) architectural detail, building massing, landscaping, and site design shall collectively result in establishing an attractive entrance or gateway feature for the City of Guelph in this location. Design and building control shall also be used to maintain sensitivity to nearby designated residential or natural areas. In this regard the City will prepare specific urban design guidelines to provide direction with respect to

design principles.

Permitted Uses

9. The following uses may be permitted in the Corporate Business Park designation subject to the applicable provisions of this Plan:
 - i) office and administrative facilities;
 - ii) manufacturing;
 - iii) warehousing;
 - iv) hotel and convention facilities;
 - v) research and development facilities;
 - vi) associated ancillary retail uses that are an integral component of the primary uses; and
 - vii) complementary or accessory uses may be permitted. Such uses may include restaurants, financial institutions, medical services, fitness centres, open space and recreation facilities and *child care centres*.
10. Notwithstanding the uses permitted in 9.5.3.9, lands located west of the Hanlon Expressway at the main entrance to the Hanlon Creek Business Park on Laird Road may be permitted to be used for *service commercial* uses in free standing or multi-tenant buildings provided that such uses are directly related to, associated with and directly supportive of the corporate business and industrial uses in the Hanlon Creek Business Park. The *Zoning By-law* will establish the appropriate range of *service commercial* uses which may include *convenience commercial*, financial establishments, *child care centre*, personal service, restaurant, commercial school, hotel, office supply and print shop. More intensive highway *service commercial* type uses and vehicle-related uses shall not be permitted.
11. The implementing *Zoning By-law* will establish the zoning categories and appropriate regulations to permit and control uses within the Corporate Business Park designation.
12. Uses are permitted within enclosed buildings including multi-tenant buildings or malls.
13. Outdoor storage shall not be permitted.
14. The Corporate Business Park lands located west of the Hanlon Expressway shall be appropriately zoned to accommodate larger and/or more intensive users, within single purpose buildings, multi-tenant buildings or groupings of buildings in accordance with the following provision:
 - i) permitted uses may include research and development facilities, trade and convention facilities, computer, electronic and data processing enterprises, office and administrative facilities, manufacturing and warehousing

within an enclosed building, hotel and complementary *service commercial* uses such as financial institutions and restaurants which are developed as part of a larger building complex. Other complementary uses may be permitted without amendment to this Plan provided that the proposed use is consistent with the planned function of the designation. Permitted complementary uses will be controlled by means of specialized zoning categories and regulations of the implementing *Zoning By-law*.

15. Corporate Business Park lands located east of the Hanlon Expressway shall be appropriately zoned to accommodate smaller or less intensive users than the corporate land users found west of the Hanlon. Lot sizes will generally be 4 hectares (10 acres) or smaller for single purpose buildings, groupings of buildings, or mall type buildings in accordance with the following:
- i) permitted uses will include research and development facilities, computer, electronic and data processing enterprises, corporate office and administrative facilities, assembly and light manufacturing of product lines requiring on-going research and development and the following *service commercial* uses: commercial school, courier service, *day care centre*, financial establishment, hotel, office, office supply, medical office, postal service, print shop, public hall, recreation centre, research establishment, restaurant, telecommunication service, veterinary service. Other complementary uses may be permitted without amendment to this Plan provided that the proposed use is consistent with the planned function of the designation.

~~Height and Density~~

~~16. A minimum height of two (2) storeys is strongly encouraged.~~

~~17. The City shall plan to achieve an average density of 70 jobs per hectare on lands designated Corporate Business Park in the greenfield area.~~

~~Parking~~

~~18. Surface parking should be minimized, well landscaped and subject to the Urban Design policies of this Plan. Surface parking for employees should be located in the rear or side yard. Only very limited parking, such as visitor parking, may be permitted within the front yard.~~

~~19. Structured or underground parking is encouraged to reduce or eliminate the need for surface parking.~~

Comment [MA73]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

Comment [MA74]: Move, this policy have been modified and is now included in Section 3.14 Employment Lands

Comment [MA75]: Delete, Policy moved to and covered by Chapter 8 Urban Design, 8.12 Parking policies.

9.5.4 Institutional/Research Park

Objective

- a) To recognize an area where land may be used for major institutional uses, research activities and a limited range of commercial activities.

Policies

1. Architectural detail, building massing, landscaping and site design shall ensure an attractive streetscape that is pedestrian oriented.
2. *Buffering* will be provided and maintained between the Institutional Research Park designation lands on the south side of Stone Road and the residential area to the south. This *buffering* may be accomplished by a combination of building set-backs, berming and landscaped screening.

Permitted Uses

3. In addition to the uses permitted by the Major Institutional designation of this Plan, the following uses may be permitted on lands designated as Institutional/Research Park, subject to the applicable provisions of this Plan:
 - i) research and development facilities;
 - ii) computer, electronic and data processing enterprises;
 - iii) offices;
 - iv) assembly and manufacturing of product lines requiring on-going research and development support; and
 - v) *service commercial uses*, such as restaurants and banks.
4. In addition to uses specified in policy 9.5.4.3, certain commercial uses may be permitted within the Institutional/Research Park designation in the vicinity of the Stone Road and Gordon Street intersection. Commercial activities shall include *service commercial* uses such as hotel, motel, convention services, recreation and cultural facilities, offices and restaurants.
5. Outdoor storage and uses of a noxious nature shall not be permitted.

~~Height and Density~~

~~6. A minimum height of two (2) storeys is encouraged.~~

~~Parking~~

~~7. Surface parking should be minimized, well landscaped and is subject to the Urban Design policies of this Plan. Parking for employees should be located in the rear and side yard. Only~~

Comment [MA76]: Delete reference to minimum heights, new policy added in Chapter 8: Urban Design, Section 8.6 to address minimum heights.

Comment [MA77]: Delete, policies moved to and covered by Chapter 8: Urban Design, 8.12 Parking policies

~~limited parking such as visitor parking may be permitted within the front yard.~~

~~8. Structured and/or underground parking is encouraged to reduce or eliminate the need for surface parking.~~

9.5.5 Mixed Business

Objectives

- a) To provide a flexible land use framework permitting a mix of business land use activities.
- b) To promote reinvestment, *intensification* and the efficient use of existing business lands and buildings for business purposes.
- c) To provide opportunities for smaller-scale entrepreneurial enterprises and land use activities that support the needs of business, employees and neighbourhood residents.
- d) To discourage land uses that detract from the planned function of the Mixed Business land use designation.
- e) To restrict the range of *retail commercial* activities permitted within the Mixed Business land use designation.
- f) To promote business land uses which minimize land use compatibility impacts affecting the surrounding residential neighbourhood.
- g) To improve the image of the Mixed Business designation through the implementation of streetscape improvements and site plan approval.

Policies

- 1. A land use compatibility analysis will be required where industrial and *sensitive uses* are proposed in proximity to one another in accordance with subsection 9.5.2.54 of this Plan.
- 2. New *development* shall meet the required off-street parking, circulation and loading requirements applicable to the proposed land use.
- 3. This Plan promotes streetscape improvements and new *development* proposals are to be implemented in accordance with the Urban Design policies of this Plan.
- 4. Conditions may be imposed on site plan approvals requiring landscaped buffers, screening of outdoor storage, parking, loading and refuse areas. Increased set-backs and buffering

- a) To provide effective and efficient utility services to all areas of the City.
- b) To protect public health and safety and to minimize environmental impacts.
- c) To prevent nuisance effects from utility facilities and sites.

Policies

1. Facilities shall be operated by the City or under agreement with the City.
2. The expansion of a major utility use or establishment of a new facility beyond the boundaries of the Major Utility designations outlined on Schedule 2 shall require an amendment to this Plan in conjunction with the necessary approvals under the *Environmental Assessment Act* or other applicable legislation. The processes followed and materials developed to satisfy Provincial requirements shall be considered to satisfy the requirements of the amendment process for this Plan.
3. The City will ensure that any land use or *development* or *redevelopment* proposal in the vicinity of a Major Utility designation is *compatible* with the adjacent utility operation.
4. Appropriate separation distances between a major utility facility and adjacent land uses shall be maintained as required by policies and guidelines as approved by the Province.
5. The City may require special design considerations and development conditions for *development* proposals in the vicinity of Major Utility designations of this Plan.

Permitted Uses

6. The following uses may be permitted in the Major Utility designation, subject to the provisions of this Section and the applicable provisions of this Plan:
 - i) water and wastewater treatment facilities;
 - ii) transfer stations;
 - iii) electrical transformer stations and associated facilities;
 - iv) facilities for waste reuse, recycling, reclamation, recovery, composting or anaerobic digestion; and
 - v) municipal works yards.

9.9 Special Study Areas

The Special Study Areas designation applies to the following areas as identified on Schedule 2:

- lands within the Guelph Innovation District
- Beverley Street (former IMICO site)

Objectives

- a) To undertake appropriate studies to determine future land uses within lands designated Special Study Area.
- b) To plan for future *development* in a comprehensive, cohesive and integrated manner through the development of detailed secondary plans.
- c) To plan and implement urban village concepts in the *greenfield area* with a mix of residential, commercial, employment and community services in a *compact urban form* which include Main Street streetscapes and attractive private and public spaces.
- d) To ensure that *development* exhibits the highest standards in environmental and energy sustainability and urban design.
- e) To ensure lands within the *greenfield area* are planned to achieve a minimum *density target* of 50 persons and jobs per hectare by 2031.
- f) To ensure the areas are connected to developed areas of the City through all mobility modes including roads, transit and trails.

9.9.1 Guelph Innovation District Special Study Area

1. The Guelph Innovation District (GID) is located in eastern Guelph and is generally bounded to the north by York Road, to the east by Watson Parkway, extends south of Stone Road to the City boundary and west to ~~College Avenue~~ Victoria Road. The GID special study area designation is located within the GID Secondary Plan Study Area as identified on Schedule 2.
2. A Secondary Plan will be completed by the City to plan for future land uses, servicing, phasing of development, transportation and impact assessment on natural heritage features and cultural heritage resources. The Secondary Plan will consider renewable and alternative energy, including the feasibility for *district energy* and will consider the potential use of the Guelph Junction Railway for passenger service and will be subject to the policies in Section 10.2 and all other relevant policies and provisions of this Plan.
3. Changes in land use, lot additions and expansions of existing non-residential uses may be *permitted* without amendment to this Plan provided that the *development* proposal does not compromise the potential outcomes or original rationale for undertaking the intended planning study.
4. The completion of the Guelph Innovation District Secondary Plan is a priority of the City.
5. A detailed Stormwater Management and Municipal Servicing Report is required prior to *development* in the Guelph Innovation

Comment [MA78]: Modification to correct description of boundary.

District Secondary Plan area. These reports will be prepared on the following basis:

- i) they will be subject to approval by the City and the Grand River Conservation Authority; and
- ii) the reports will be consistent with and implement the recommendations of the updated appropriate subwatershed studies as approved by relevant agencies and adopted by Council, ~~and the Secondary Plan, once approved.~~

Comment [MA79]: Modified to clarify City requirements.

6. An EIS and EIR are required as per the policies of this Plan prior to new *development* occurring within the Guelph Innovation District Secondary Plan area.

Comment [MA80]: New, to clarify requirements for development within the GID.

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9.9.2 Beverley Street

1. The City will prepare a planning study to consider the future land use of property located at 200 Beverley Street. The planning study will address the *brownfield* status of the property and other relevant planning and technical considerations.

9.10 Reserve Lands

The Reserve Lands designation applies to the following areas as identified on Schedule 2:

- Hanlon West
- Clair-Maltby

Objectives

- a) To outline areas of the City where there may be servicing, access or other *development* related limitations for urban growth.
- b) To outline areas that ~~may be required for future urban development beyond the year 2031, form part of the City's long-term land supply.~~
- c) To outline the City's requirements to bring reserve lands into urban use.

9.10.1 Policies

1. The Reserve Lands designation is applied to lands on Schedule 2 forming part of the long term urban land supply but which have servicing, access or other limitations to their use. As a result, it is considered premature to apply site specific land use designations to these areas.
2. Existing legal uses of land may continue in accordance with the *Zoning By-law*.
3. Servicing and minor expansions of existing uses may be considered in accordance with the provisions of this Plan.

9.10.2 Hanlon West

1. The Reserve Lands designation applies to lands west of the Hanlon Parkway and north of College Avenue West. *Development* of these lands is constrained due to the site's isolation from other developable properties within the City's *settlement area* boundary, lack of direct access to a municipal road and servicing issues. The parcel is part of a licensed *mineral aggregate operation* and *development* is neither feasible nor permitted until the *mineral aggregate operation* has ceased.

9.10.3 Clair-Maltby

1. The Reserve Lands designation is applied to lands in the south of Guelph generally located south of Clair Road and north of Maltby Road. These lands form part of the longer term urban land supply [to 2031 and beyond](#).
2. *Development* in the reserve lands designation south of Clair Road shall require the preparation of an updated subwatershed study that has been approved by relevant agencies and adopted by Council.
3. The redesignation of Reserve Lands to other land use designations will be considered through a Secondary Plan. The Secondary Plan will address the issues outlined in Section 10.2 of this Plan and will consider:
 - i) whether City population and household forecasts justify the need for incorporating such land as part of the City's unconstrained short to medium term land supply; and
 - ii) whether additional residential and non-residential lands are required and the basis for the requirement.
4. This area is not intended to be serviced in the near future and as a result *development* and changes in land use will not be permitted and will be considered premature until the Secondary Plan is approved to guide land use and phasing of *development*.
5. The Secondary Plan for this area will consider the planning of this area as a sustainable community that provides a range and mix of housing, commercial and employment opportunities within an urban village context while ensuring integration with the rest of the City.
6. Existing legal uses may continue in accordance with the provisions of the implementing *Zoning By-law*.

9.11 Natural Heritage System Designations

1. The *Natural Heritage System* is comprised of two designations as

Municipal Act) in its efforts to maintain a strong and viable downtown; and
ix) co-operating with private individuals and corporations, service clubs and other public agencies to maintain, upgrade and/or provide new facilities, services and projects, which contribute to the enhancement of the community.

6. Council shall be satisfied that its participation in community improvement activities will be within the financial capabilities of the City.

10.4 Zoning By-laws

1. *Zoning By-laws*, prepared in accordance with the provisions of the *Planning Act*, will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the objectives and policies of this Plan. The *Zoning By-law* may be more restrictive than the provisions of this Plan. It is not intended that the full range of uses or densities permitted by this Plan will be permitted by the *Zoning By-law* in all locations.

2. ~~In accordance with the *Planning Act*, the City may impose conditions on zoning through the *Zoning By-law* and may require an agreement related to the conditions which may be registered on title. *Zoning By-laws* may impose one or more conditions related to the use of land or the erection, location or use of buildings or structures. The conditions shall relate to matters set out in the *Planning Act* and conform to the policies of this Plan.~~

Comment [MA82]: Revised wording as per comments from MMAH to provide clarity that this is an enabling policy. The use of zoning with conditions is subject to the Province developing regulations in this regard.

3. Following adoption of this Plan, any amendments to the *Zoning By-law* shall be in conformity with the objectives and policies of this Plan.

4. Until such time as the comprehensive *Zoning By-law* is revised, the existing *Zoning By-law* shall remain in effect. However, any amendment to the existing *Zoning By-law* shall be required to be in conformity with this Plan.

5. Areas of the City that were annexed into Guelph in 1993 are subject to the applicable township *Zoning By-laws* that were in effect for these areas on April 1, 1993 - for the north portions of the City, the Guelph Township *Zoning By-law* and for the south areas of the City, the Puslinch Township *Zoning By-law*. These *By-laws* remain in effect until they are replaced by new *Zoning By-law* zones and regulations that are in conformity with the provisions of this Plan.

6. The *Zoning By-law* will be used, wherever possible, to protect existing or newly identified *natural heritage features* within the City.

7. The *Zoning By-law* may be used, wherever possible, for the protection of *cultural heritage resources*.

8. The *Zoning By-law* may provide for certificates of occupancy for specified uses of land. Such certificates shall be required for the establishment of

10.7 Height and Density Bonus Provisions

1. The *Planning Act* allows the City to consider increases in the height and density of *development* otherwise permitted on a specific site in exchange for community benefits as set out in the *Zoning By-law*.
2. The City will consider authorizing increases in height and density provided that the *development* proposal:
 - i) is consistent with the goals, objectives and policies of this Plan;
 - ~~ii) constitutes good planning;~~
 - ~~iii) is compatible with the surrounding area;~~
 - ~~iv) provides community benefits above and beyond those that would otherwise be provided under the provisions of this Plan, the *Planning Act*, *Development Charges Act* or other statute; and~~
 - v) provides community benefits that bear a reasonable planning relationship to the increase in height and/or density such as having a geographic relationship to the development or addressing the planning issues associated with the development.
3. Subject to policy 10.7.2, the community benefits may include but are not limited to:
 - i) housing that is affordable to *low and moderate income households*, *special needs housing* or *social housing*;
 - ii) conservation of *cultural heritage resources* contained within the *Municipal Heritage Register*;
 - iii) protection, enhancement, and/or *restoration* of natural heritage resources;
 - iv) buildings that incorporate sustainable design features;
 - v) energy and/or water conservation measures;
 - vi) public art;
 - vii) non-profit arts, cultural, or community or institutional facilities;
 - viii) *child care centres*;
 - ix) public transit infrastructure, facilities, and/or services;
 - x) public parking;
 - xi) land for municipal purposes;
 - xii) community centres and/or facilities and improvements to such centres and/or facilities; and
 - xiii) parkland and improvements to parks.
4. In considering community benefits the City may give priority to identified community needs, any identified issues in the area and the objectives of this Plan.
5. Increases to height and/or density shall only be considered where the proposed *development* can be accommodated by existing or improved *infrastructure*. Planning studies may be required to address *infrastructure* capacity for the proposed *development* and any impacts on the surrounding area.
6. A by-law passed under Section 34 of the *Planning Act* is required to

Comment [MA83]: Delete, unnecessary to state this as "good planning" is inherent to City approval of a planning proposal.

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that have declined to the point where they cannot be satisfactorily and economically rehabilitated.

1. The *Property Standards By-law*, as adopted by Council, is concerned with the following matters:

- i) the health, safety and security of building occupants;
- ii) the physical condition of the interior and exterior of all buildings; and
- iii) the condition of yards, vacant property, parking areas and walkways.

2. The City shall ensure that the application of the By-law is not detrimental to the conservation of *natural heritage features* or *cultural heritage resources*.

3. The City shall ensure that the By-law is applied in an appropriate and reasonable manner throughout the City. However, in the outlying, non-urbanized areas of the City some tempering of the application of the By-law relative to property maintenance may be undertaken to recognize the unique rural circumstances of the area. In no instances will the By-law's application to matters dealing with health, safety and security of building occupants be compromised.

10.15 Demolition Control

1. To prevent the premature demolition of residential buildings within designated areas of the City, Council may prepare, enact and enforce a Demolition Control By-law in accordance with the provisions of the *Planning Act*.
2. Applications to demolish protected, designated or listed heritage buildings and structures shall be considered in accordance with the provisions of the *Ontario Heritage Act* and the policies of this Plan.

10.16 Municipal Finance

1. Municipal capital expenditures implementing any aspect of this Plan will be guided by a Ten Year Capital Budget Forecast, which will be reviewed annually.
2. Development staging and priorities as established by this Plan will be carried forward, having regard for the City's ability to assume the financial burdens involved. Each proposal and each stage of *development* will proceed only after Council has indicated that the City is in a position to assume the financial and other obligations required to provide the necessary services.
3. Future *development* will be monitored to ensure that a balance is maintained between demands for service and the overall fiscal capacity of the City, and that an appropriate relationship is maintained between residential and non-residential assessment.

4. The City may consider alternative means to finance infrastructure projects such as front-end financing or private/public partnerships to ensure that development occurs in a timely and fiscally responsible manner. The City may enter into agreements addressing the terms and conditions related to alternative financing.

Comment [MA84]: Policy added in response to comments concerning considering alternative means for financing infrastructure projects.

10.17 Land Acquisition

1. Council may authorize the acquisition including by gift, and holding of real property for the purposes of implementing this Plan and in accordance with the provisions of the *Planning Act*, the *Municipal Act* or any other relevant legislation.

10.18 Pre-consultation and Complete Application Requirements

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

1. Prior to the submission of an application for an Official Plan Amendment, *Zoning By-law* Amendment, draft plan of subdivision or *condominium* and/or a site plan approval, applicants are required to pre-consult with ~~the~~ City staff. Prior to the submission of any other development application, applicants are encouraged to pre-consult with ~~the~~ City staff. The pre-consultation process is intended to scope the issues associated with a specific *development* proposal and/or change(s) in land use and set out clear requirements for a complete application. The form and level of pre-consultation will vary based on application type and context and shall be according to the process described in a Pre-consultation By-law.
2. Any application for amendment(s) to the Official Plan or *Zoning By-law*, application for approval of a plan of subdivision or *condominium*, or application for *consent* will not be deemed complete by the General Manager of Planning ~~and Building~~ Services and the time period within which the Council is required to make a decision will not commence, unless it is accompanied by:
 - i) the prescribed information and material as required under the *Planning Act*; and
 - ii) other information and material deemed necessary by the General Manager of Planning ~~and Building~~ Services or their designate in accordance with this Plan.